

NOVEMBER 28, 1952

# AUTOSPORT

1/6

EVERY FRIDAY

Vol. 5 No. 22

BRITAIN'S MOTOR SPORTING WEEKLY



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MERCEDES' MEXICAN TRIUMPH : COMPLETE AND FULLY-ILLUSTRATED REPORT OF THE PAN-AMERICAN ROAD RACE : "ROY" FEDDEN AND "PENNY" TRIALS : 53 B.H.P. FROM FRENCH "730"  
JOHN HOUSTON • FORWARD CHROMIUM • C. P. TOOLEY • H. A. GIBSON



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# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 5 No. 22

November 28, 1952

Managing Editor: GREGOR GRANT

Assistant Editor - C. POSTHUMUS  
 Chief Photographer - GEORGE PHILLIPS  
 North of England - FRANCIS N. PENN  
 Continental Correspondent - GERARD CROMBAC

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## NOTICES

Published every Friday by AUTOSPORT  
 159 Praed Street, London, W.2.

Editorial and General Office PADDINGTON 7673  
 Advertisement Department PADDINGTON 7671-2

General Manager: PETER BAYLEY  
 Advertisement Manager: NORMAN H. BIGSBY

Annual Subscription: £4 4s. 6d.  
 Direct from the Publishers or all Newsagents.

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## EDITORIAL

MERCEDES-BENZ have done it again. In the widely-publicized Pan-American Road Race, determined Karl Kling and veteran G.P. driver Hermann Lang brought their 300 SL saloons home to a one-two victory in the sports category. The Gordini and Ferrari threat was very real, but the practised team tactics of the Germans in their superbly-prepared cars gained for them their first victory across the Atlantic in a major International race, since Bernd Rosemeyer's win for Auto-Union on the Roosevelt Race-way in 1937. Daimler-Benz made their usual meticulous plans for this race. Nothing was left to chance; three lorries transported the spares: there was a flock of technicians and mechanics under Herr Alfred Neubauer; the German Government made a special dollar allocation to cover the necessarily high expenses. After all, the few thousand dollars made available would be recovered many times over should the cars win and open up the market for the products of the Fatherland.

Now what part did Great Britain play in this arduous road-race? The answer is—very little. For a country which is alleged to be making an all-out attack on world markets, it is difficult to understand why no effort was made to be strongly represented in an event which is America's equivalent of the Le Mans 24 Hours Race, from a prestige-gaining point of view. A lone Mark VII Jaguar, entered by an American, was the sole representative of this country's automobile engineering in the stock car class in which Lincolns scored a 1-2-3-4 victory, and there were one or two American and Mexican entered XK 120s in the sports class.

Surely British manufacturers feel capable of defeating Mercedes-Benz? In June, a privately-entered and obsolescent Talbot came near to giving the Unterturkheim cars a severe trouncing at Le Mans. At Nürburgring, a 2.3-litre Gordini made the silver machines look slow in comparison. It should be realized now that the typical German "intimidating tactics" are being played. That they are formidable opponents cannot be denied, but they are anything but invincible. With export markets at stake, something must be done now to make certain that the green of Great Britain can meet and defeat the silver of Germany, the red of Italy and the blue of France. The threat of Mercedes-Benz, Porsche, Borgward, Alfa Romeo, Ferrari, Fiat, Osca, Gordini and others in sports-car racing is in every way a source of potential harm to our exports, as are the strong Continental Grand Prix teams of Ferrari, Maserati and Gordini—shortly to be joined by Mercedes-Benz!

It is about time that Her Majesty's Government took a direct interest in assisting projects which may have the greatest possible influence on the future of our National Economy.

## OUR COVER PICTURE

*SUSPENSE: All eyes on the flag as the seconds tick out before the start of a sports-car race at Silverstone.*





**UNRECOGNIZABLE RILEY?** This 1½-litre offset single-seater Riley, raced in South Africa by K. Stanley, looks like Harold G. Dobb's pre-war car which did so well at Donington and Brooklands, but S.A. sources say it isn't. Any verdict, anybody?

**G**EOFF DUKE, of Norton motorcycle and Aston Martin fame, is said to have signed on the dotted line to ride for Gilera next season.

**R**ODNEY CLARKE tells us that Connaught Engineering, Send, Surrey, is prepared to do one-off, prototype machining with speed and accuracy, for people who may find difficulty in getting such work done. Costs are moderate.

**A** FIRST-RATE film show was put on by Esso on 20th November at the Gaumont Theatre, Wardour Street, London. The programme comprised all-colour films of the Veteran C.C.'s Abingdon Rally, the B.R.D.C. *Daily Express* races at Silverstone and a superb production of the 1952 Senior T.T. motor-cycle race. The films are available, on application to Reg Tanner, for club showing.

**K**IEFT 1½-litre sports-cars have been ordered by Peter Gammon and Leslie Jones. Formula 2 cars are being built for André Loens (Bristol engine) and Bill Nicholson (A.J.B. engine). John Coombs has ordered a "500". The Kieft concern have taken over additional premises at Farnborough, with Gordon Bedson in charge, assisted by Peter Averm.

#### NEW YORK SPORTS-CAR EXHIBITION

**T**HE 2nd Annual International Motor Sports Show at Grand Central Palace, New York, will take place on 4th to 12th April, 1953. Exhibits will include not only sports-cars in the accepted sense of the term, but "custom-built" cars, veteran cars, "hot rods", motorcycles, caravans, accessories, and even aircraft devices including a "strap-on-back" one-man helicopter, weighing 70 lbs. and capable of 150 m.p.h.

Notable cars which appeared at the Paris Salon and Earls Court are to be shown, and drawing and craftsmanship contests, scale model displays and other "sideshows" should make this Exhibition, sponsored by American television star Herb Shriner, the "Sports-Car Show" with everything.

## PIT AND PADDOCK

**M**IKE HAWTHORN may be going to Argentina next February to take part in the series of Grands Prix. He plans to drive a "works" Ferrari.

**D**R. CHARLES HARDMAN (Dellow), and K. S. Chitty (Morris Minor), both used Shorrock superchargers in the M.C.C. *Daily Express* Rally.

**O**WING to a timekeeping error, R. A. Jameson/H. A. McCrow (M.G.) were reported as being 40 minutes late at Elan Valley control. They were, in fact, unpenalized.

**J**UAN MANUEL FANGIO is said to be coming to England for talks with Mr. Alfred (B.R.M.) Owen. He has been recuperating at Clermont-Ferrand at Louis Rosier's home.

**T**HE R.A.C. West, Holland, has opened a club at The Hague, run on similar lines to London's Steering Wheel. A special "Zandvoort" clock has been presented by John Hugenholtz.

**A**MONGST the many motoring personalities present at a party given by Godfrey and Nina Imhof at Robin Hill, Kingston, were Lt.-Col. Goldie and Mrs. Gardner, Air Vice-Marshal and Mrs. D. C. Bennett, Mr. and Mrs. Sydney Allard, Mrs. Lorna Snow and Mr. and Mrs. E. Ainsworth.

**N**EXT week's issue will contain an article on the Monte Carlo Rally by Maurice Gatsonides, and a Barclay Inglis discourse on rally organization, in addition to regular and topical features.

**O**N 16th November Tazio Nuvolari celebrated his 60th birthday. *Autosport* offers belated but sincere "many happy returns" to the great little Italian.

**T**HE Wayne V. Myers Co., Ltd. ("Redex"), 353-365 High Road, Chiswick, London, W.4, have available a series of motor-racing films for club showing. The concern can supply equipment and operator to stage a film show lasting about two hours. Club secretaries should make application to Stewart K. Jupp, Competitions Manager.

**O**LIVER SEAR, proprietor of Snetterton circuit, has had plans passed for a club room, grandstands, bridge and timekeepers' edifice. There are ambitious schemes afoot for races on this fine course next season.

**C**MARY GRANT does some remarkable traffic-driving with a TD M.G. in the current film release "Monkey Business"—no relation to the Marx Brothers' classic of a couple of decades ago.





Graham Grindall, with M. Meyniel as passenger, trying out the C.E.M.E.C.-powered car at Montlhéry.

## 53 B.H.P. FROM FRENCH "750"

**An Interesting Air-cooled, Horizontally-opposed Engine to go into Production for Next Season**

THE "Centre d'Étude des Moteurs à Explosion et Combustion" (C.E.M.E.C.) are chiefly known as manufacturers of a BMW-based, 750 c.c. motor-cycle used by the French police. Last year, an overhead valve version of this engine was made, with cylinder heads based on those of the Zündapp.

As the power-output of the C.E.M.E.C. "750" was most satisfactory, it was decided to install one of the engines in a car chassis. Accordingly a Le Mans Callista-Panhard duly appeared with the C.E.M.E.C. motor fitted, and took part in the Bol d'Or 24 hours race.

Although lack of preparation caused the car's retirement, performance was so satisfactory that the engine will go into production in May, 1953. It is expected that at least one car will use it at Le Mans.

The engine is an air-cooled, horizontally-opposed twin cylinder, with push-rod operated o.h.v. Cylinders are of alloy, with alloy heads and cast-iron sleeves. The crankshaft runs in roller bearings at the front and ball bearings at the rear. Big-ends are roller-bearing, with H-

section, forged steel connecting rods.

There is a single camshaft driven by a permanently adjusted "Duplex" chain. Ignition is by coil, with a racing magneto for the competition type. Normally, a Zenith double-choke carburetter will be used, but twin Del'Orto instruments may be used on the competition version.

With a compression ratio of 8.4 to 1, 53 b.h.p. was obtained on test

at 6,500 r.p.m. Ultimate r.p.m. are given as 8,500!

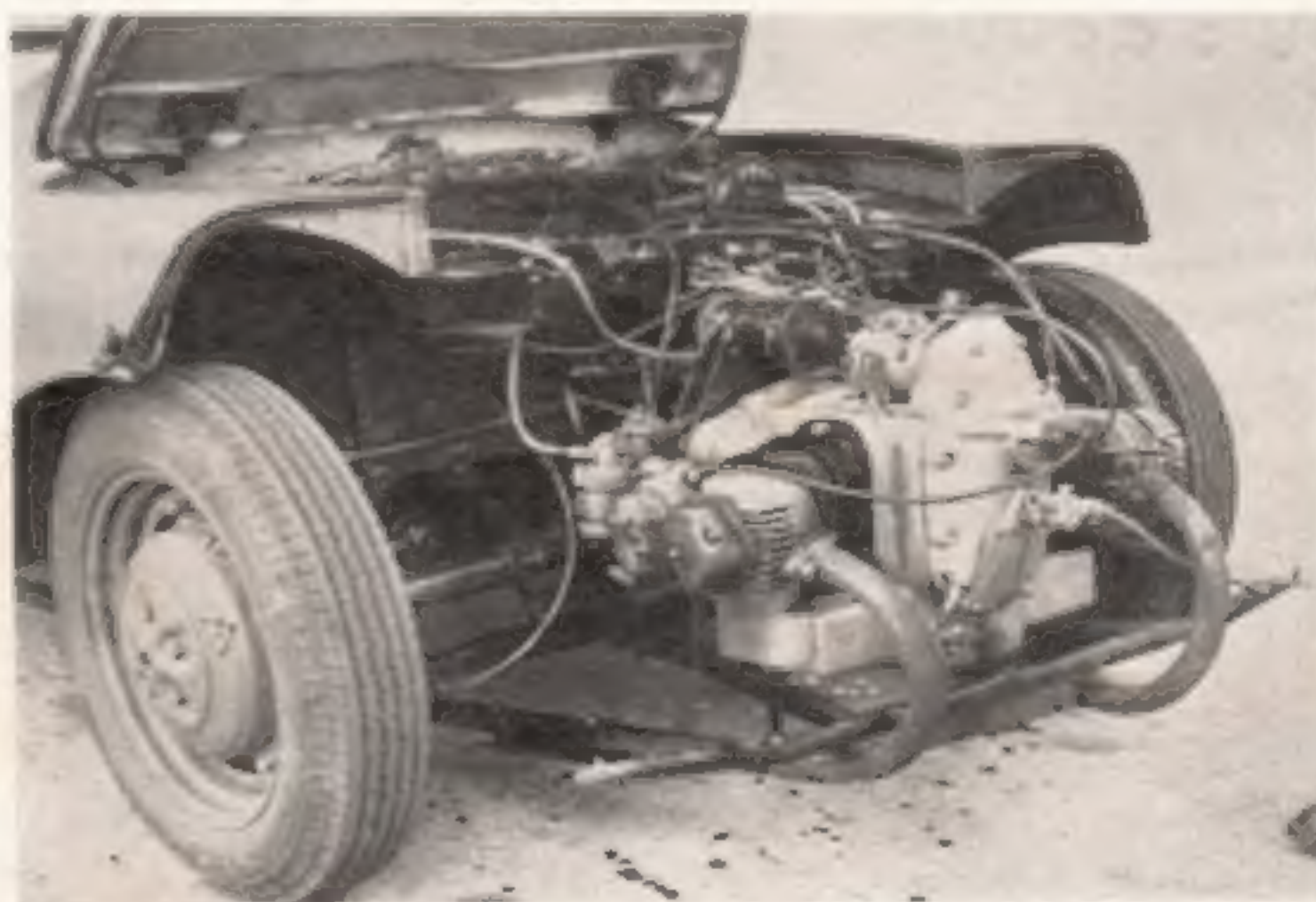
A brief track test was carried out by Graham Grindall, formerly known as a Dellow trials driver. Unfortunately it was a very tired machine that was available, the chassis having been raced at Le Mans and in the Bol d'Or. However, in bad conditions, M. Meyniel, managing director of C.E.M.E.C., lapped comfortably at 78 m.p.h. on Montlhéry. With proper carburetter adjustments, and better weather conditions, the little machine ought to lap at nearer the 90 m.p.h. mark.

Grindall took out the car on the road circuit and was most impressed with the road-holding of the f.w.d. chassis. Fitted with the Panhard gearbox, the following acceleration figures were obtained (two up):—0-50 m.p.h., 12 secs.; 0-60 m.p.h., 20 secs.; 0-75 m.p.h., 40 secs.—not very rapid, but quite good enough considering the faulty carburation.

GERARD CROMBAC

### DELLOW REDUCTIONS

DELLOW prices are down: new prices are announced for the Mk. II sports 2-seater Dellow, at £698 7s. 8d., P.T. included, as against the old figure of £774 12s. 2d. and for the Mk. III sports tourer, which drops from £840 10s. to £776 3s. 4d., again including P.T.



The compact, air-cooled, o.h.v. power-unit of the prototype car.





**INITIAL SUCCESS:** Behra's Gordini won the first stage, but crashed en route to Puebla.

**FINAL VICTORY:** (Right) Karl Kling's Mercedes-Benz 300 SL, winner of the great Mexican road race.



## MERCEDES' MEXICAN TRIUMPH

**Victory for Karl Kling, with Hermann Lang Second and Chinetti (Ferrari)  
Third in Five-Day Pan-American Road Race: Lincolns 1-2-3-4 in Stock Car Class**

THE ever-mounting strength of Germany's challenge in post-war motor-racing was emphatically brought home last week-end, when the Le Mans-winning 300 SL Mercedes-Benz coupés of Karl Kling and Hermann Lang took first two places in the great Pan-American Road Race in Mexico. This victory accentuates the Germans' determination to compete with the world for all-important dollar markets, and stresses the value of thorough organization and team control in motor-racing. The Italian Ferraris suffered unanticipated setbacks, both Ascari's and Villoresi's cars retiring, the latter when leading, while Giovanni Bracco's valiant effort with the 3-litre car was ended by cruel luck when within reach of victory. Luigi Chinetti salvaged the Maranello reputation, however, by securing third place with the sole surviving "Mexico" 4.1-litre model.

Fate dealt harshly indeed with the

two French Gordinis. Manzon's retired within a few miles of the start, while Jean Behra's, having won the first stage of the race at record speed, was eliminated by a crash in which the driver suffered

serious injuries. In the Stock Car category, Detroit-built Lincolns gained an overwhelming 1-2-3-4 victory over other American marques, the winning driver being Chuck Stevenson.



**BATTLEGROUND:** The 1,934-mile course of the Pan-American Road Race, split into eight stages and spread over five days.



### **CARRERA Panamericana Mexico!**

Was there ever such a contest, drawing such an International entry, within three years of its inauguration? A race begun in 1950, to celebrate the opening of the Mexican link of the great Pan-American continental highway project, planned to stretch from Alaska to Tierra del Fuego; a race twice as long as the Mille Miglia, and nearly six times as long as the Targa Florio, and combining many of the perils of both. 1,934 miles in length, it began at Tuxtla Gutierrez in the south of Mexico and ended five days later at Ciudad Juarez, close to the United States frontier.

**SFORTUNA:** Giovanni Bracco led the entire field until the seventh stage, when clutch trouble on his Ferrari ended a brilliant run.





Karl Kling—first man home with a Mercedes-Benz coupé.



Hermann Lang—the runner-up—also driving a Mercedes-Benz.



Third man home, Lual Chinetti shared a 4.1-litre Ferrari with Jean Lucas.



Giovanni Bracco, whose Ferrari retired when leading the race.

including the 1952 World Champion, out in the first leg!—poor reward for the long journey to Mexico.

As Oaxaca grew nearer the terrain worsened, the mountain road constantly winding, plunging, rising, making heavy demands on brakes and tyres—and drivers' skill. Here was Targa Florio country with a vengeance, with the precipices and yawning chasms of schoolboy fiction all too real. In such conditions European road racing experience told, and Bracco, Mille Miglia winner and one of Italy's toughest drivers, got out in front, with Karl Kling's Mercedes at his heels and Behra, a later starter, coming up well with the Gordini.

And, although Bracco was first into Oaxaca, it was the erstwhile French motor-cycle champion, Jean Behra, who won the stage, with a margin of five minutes over the Italian, and nine over Kling, a situation which sent the French colony in Mexico—whose financial help had enabled Gordini to take part—into paeons of delight, tempered only by the non-arrival of Manzon with the second blue car. First American driver in was Ferrari-mounted Jack MacAfee, S.C.A. West Coast champion, in fifth place, behind Umberto Maglioli's Lancia. In the Stock class, Indianapolis driver Walt Faulkner was leader in a Lincoln, while Piero Taruffi, running a production type Ferrari, lay farther back after encountering trouble.

#### Best Times, Stage 1

1, Behra (Gordini), 3 hrs. 41 mins. 44 secs., 87.72 m.p.h.; 2, Bracco (Ferrari), 3 hrs. 47 mins. 21 secs.; 3, Kling (Mercedes-Benz), 3 hrs. 49 mins. 45 secs.

#### Stage 2: Oaxaca to Puebla 256 miles

More mountains on this, one of the most perilous sections of the course, with a long steep climb from the very

Big money prizes help to account for the ever-mounting International interest in the "Pan-American", but there lies a further motive—the American market; Mexico is a vital shop-window for the products of Europe's motor industries in these dollar-hungry days, and the Continental constructors have not been slow to realize the prestige value of success in this marathon event.

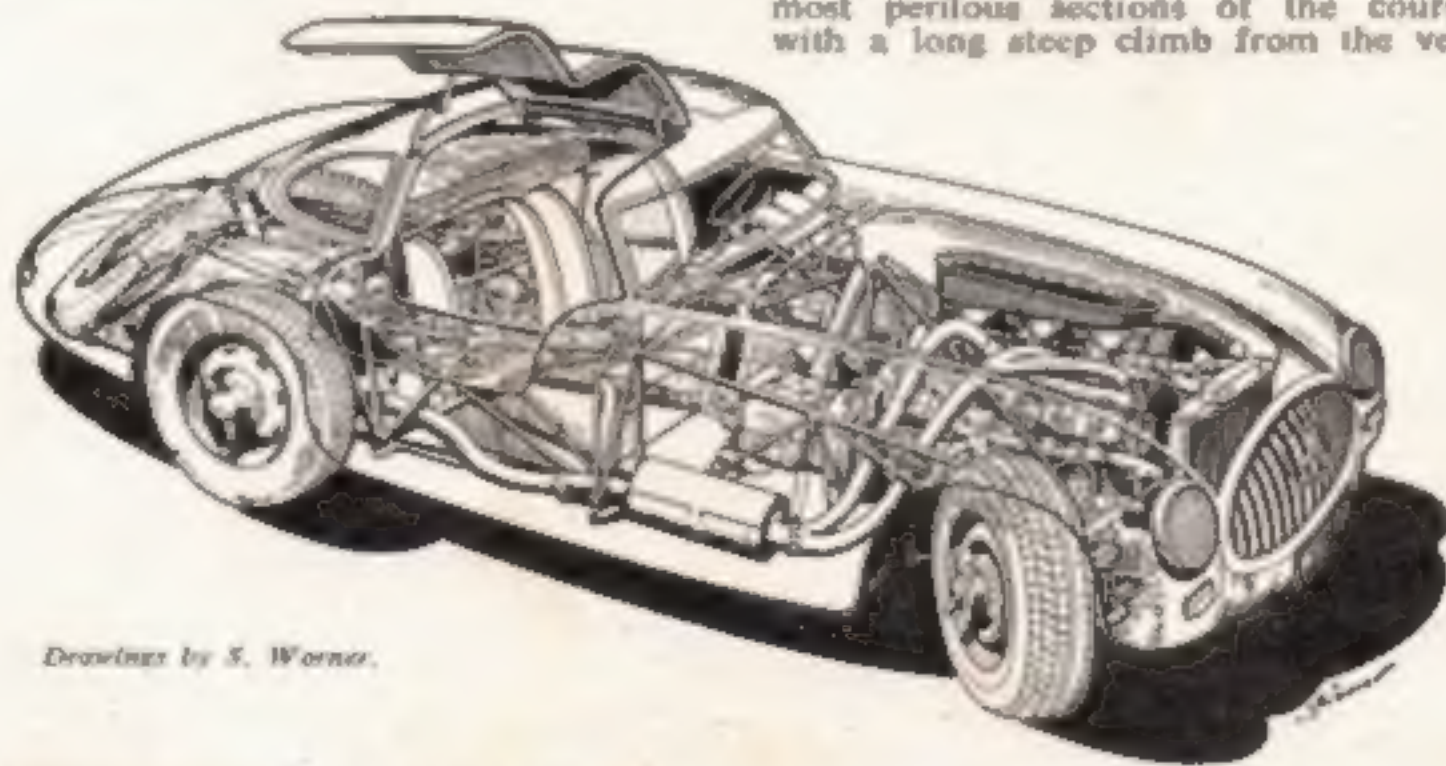
Ferrari and Lancia of Italy were there with their latest competition models, the former with the new 4.1-litre "Mexico" coupé, the latter with their trim, familiar Aurelia 2-litre cars, but this time equipped with Roots-type superchargers; France's fleet 2.3-litre Gordinis were there; Germany's superb-looking 300 SL Mercedes-Benzes were there—three of them, backed by the sort of organization for which Neubauer and Mercedes are world-renowned, and which gained them scores of Grand Prix victories before the war; two German Porsches were there, smaller, less formidable than the Merces, but out to further their fame in the lower capacity classes. But no cars were sent from Great Britain, alas, our colours being carried solely by privately-owned Jaguars, with Douglas Ehlinger and Fred Horn prominent as drivers. As for the U.S.A.—virtually the "home" defenders—their entries dominated the Stock Car category, and only one, a Mexican-owned, "souped up" Cadillac, competed with the Europeans in the Sports class, in which superchargers and other aids to speed were permitted.

#### Stage 1: Tuxtla Gutierrez to Oaxaca 329.34 miles

It was that self-same Cadillac, driven by Fernando Mejia which, as No. 1, set off at 7 o'clock last Wednesday morning from Tuxtla Gutierrez to cover the first leg of the race to Oaxaca. The total

entry of 87 cars, 25 of them "Sports", the remainder "Stock", went off at one minute intervals, heading north along roads lined thickly with Mexicans, Indians and spasmodically efficient soldiers and police. Through La Cruces and Los Amates, the long cavalcade turned westwards over mountain roads of ever-increasing severity until, practically within sight of the Pacific Ocean at Juchitan, they turned north again, up into the Sierra Oaxaca and the first sharp heights of the southern end of Mexico's "backbone", the Sierra Madre.

Already Kling (Mercedes), Bracco (Ferrari) and Behra (Gordini) were forging ahead—and already trouble was afoot. Villorosi lost considerable time with gearbox trouble, poor Manzon's run with the Gordini ended with mechanical ailments after a mere 25 miles, Ascari was involved in a crash, his Ferrari being too damaged to continue, and Felice Bonetto's Lancia, said to have three-stage supercharging, went out with undisclosed trouble. Three Europeans,



Drawing by S. Warner.

**WINNER X-RAYED:** Cutaway drawing of the 300 SL Mercedes-Benz, winner of the Prix de Berne and the Le Mans 24 Hours Race, and now victor in the Mexican road race. Drawing on left shows how inclining of engine reduces body height.

start, then a terrifying zig-zag descent and another gruelling rise to Matamoros and Atlixco before Puebla, 7,000-odd feet above sea level, was reached. Behra revelled in such conditions with his ultra-light Gordini, and maintained his lead over Bracco and Kling, but now a new challenge was manifesting itself; the "old fox" Luigi Villorosi, 11th in the first stage, was making up for lost time and came right up with the leaders, catching his team-mate Chinetti, then the Mercedes and finally Bracco in the





### Mercedes' Mexican Triumph—continued

smaller Ferrari. With Puebla almost in sight, however, Behra still held a four-minute lead, until, alas, he suddenly left the road at a sharp hairpin—perhaps momentarily blinded by the sun—the Gordini ending up in a ditch. The unfortunate Behra suffered injuries to his skull and chest, and thus France's high hopes ended lamentably. Villorosi led into Puebla, followed by John Fitch, the brilliant young American driver of the open 300 SL Mercedes, and Kling in the coupé. Bracco, temporarily eclipsed, nevertheless remained leader of the race as a whole. An XK 120 Jaguar driven by the Mexican Santos Letona, crashed into the parapet of a bridge near Puebla, the driver being killed instantly and the co-driver seriously hurt.

Walt Faulkner extended his lead with the Lincoln in the touring category, with Korf, Mantz and Stevenson, also Lincoln-mounted, in close attendance.

#### Best Times, Stage 2

1. Villorosi (Ferrari), 3 hrs. 3 mins. 17 secs., 83.81 m.p.h.; 2. Fitch (Mercedes-Benz), 3 hrs. 5 mins. 55 secs.; 3. Kling (Mercedes-Benz), 3 hrs. 7 mins. 27 secs.

#### Stage 3: Puebla to Mexico City 81 miles

The run into Puebla was followed, the same day, by the third stage, over 81 miles, into Mexico City, a brief run but a severe one, with the killing climb from San Martin to Rio Frio, the highest point on the whole route, and over 9,800 feet above sea level. Thereafter a long, winding descent of about 30 miles brought competitors into Mexico City itself—and the first car the thickly gathered crowds beheld was Villorosi's Italian Ferrari, followed in by Bracco, still race leader on aggregate, Kling and Fitch. The latter's driving of a strange and very fast car was making a most favourable impression.

#### Best Times, Stage 3

1. Villorosi (Ferrari), 47 mins. 18 secs., 102.55 m.p.h.; 2. Bracco (Ferrari), 49 mins. 0 sec.; 3. Kling (Mercedes-Benz).

#### Stage 4: Mexico City to Leon 267 Miles

The third day's racing encompassed two stages, from Mexico City to Leon, a distance of 267 miles, then a further 333 miles to Durango, where cars and crews were to spend a rest day. Although still in mountainous country, grades now favoured the cars, and roads were wider and better conditioned.

Villorosi, whose two consecutive "firsts" in Stages 2 and 3 had only brought him up to eighth place in general order, made a further magnificent spurt, setting up the amazing



**STOCK:** The touring-car category resulted in an overwhelming 1-2-3-4 victory for Detroit-built Lincolns.



**BUZZARD BARRIER:** Unusual race precaution adopted by Mercedes-Benz in Mexico—a guard to ward off buzzards, with Karl Kling secure behind it.

### WHAT THEY WON

#### Sports-Cars

	Mexican pesos	Approx. sterling equivalent
1st	150,000	£5,666
2nd	100,000	£3,876
3rd	60,000	£2,322
4th	40,000	£1,550
5th	25,000	£969
6th, 7th, 8th, 9th and 10th	5,000	£197
To winners of each stage	5,000	£197

#### Stock Cars

		Approx. sterling equivalent
1st	100,000	£3,876
2nd	50,000	£1,938
3rd	25,000	£969
4th	15,000	£581
5th	10,000	£387
6th, 7th, 8th, 9th and 10th	5,000	£197
To winners of each stage	4,000	£155

average of over 111 m.p.h. on the largely downhill run into Leon, and arriving over 4 mins. ahead of Bracco, thereby jumping two further places into sixth position in overall order. The doughty Bracco's lead looked fairly safe at this stage, however, for Karl Kling, running second, had a nine-minute deficit on the Ferrari, with fellow Mercedes teammates Fitch and Lang further back; three Mercs. in battle order behind one can hardly have been conducive to Bracco's comfort, however!

#### Best Times, Stage 4

1. Villorosi (Ferrari), 2 hrs. 22 mins. 6 secs., 111.18 m.p.h.; 2. Bracco (Ferrari), 2 hrs. 26 mins. 22 secs.; 3. Chinetti (Ferrari), 2 hrs. 29 mins. 58 secs.

#### Stage 5: Leon to Durango 333 Miles

Excitement was intense at Durango, at the conclusion of the fifth stage; would Villorosi catch Bracco? Could Bracco's 3-litre car stand the pace?; were the Mercs., with their first-class race liaison, just "sitting there", awaiting the right moment to attack?

Then a sleek silver car sped into the town—Kling's Mercedes—over a minute ahead of Bracco's Ferrari—it seemed the Germans were making their effort now. And where was Villorosi, then? Soon word came that Luigi's valiant drive had come to an end, his gearbox having given out. Now it was Bracco versus the Merces., with Chinetti moving up in support with the sole surviving "Mexico" Ferrari. Fitch arrived late, much agitated, having suffered suspension and tyre trouble.

#### Best Times, Stage 5

1. Kling (Mercedes-Benz), 2 hrs. 58 mins. 7 secs.; 2. Bracco (Ferrari), 2 hrs. 59 mins. 13 secs.; 3. Lang (Mercedes-Benz), 3 hrs. 3 mins. 13 secs.

#### Stage 6: Durango-Parral 251 Miles

After the rest day at Durango, during which tired motor-cars were reinvigorated in varying degree, according to the facilities of their respective organisations, a 2 hours' odd run on refreshingly straight roads to Parral ensued. The field was much diminished now, and no fewer than 18 cars had been eliminated by crashes alone.

Kling won this stage at 106 m.p.h.; Bracco, still holding a seven-minute lead over the Mercedes, was sparing his car as much as he dared, letting Lang and Chinetti through to second and third places. The touring class was still dominated by the very fast Lincolns, with Chuck Stevenson now challenging Korf and Walt Faulkner for the lead.

#### Best Times, Stage 6

1. Kling (Mercedes-Benz), 2 hrs. 21 mins. 30 secs., 106.43 m.p.h.; 2. Lang (Mercedes-Benz), 2 hrs. 23 mins. 12 secs.; 3. Chinetti (Ferrari), 2 hrs. 23 mins. 35 secs.

#### Stage 7: Parral-Chihuahua 186 Miles

The mountains were now well behind, giving way to vast prairie lands, with the roads long, wide and straight, permitting the fastest cars to exceed 150 m.p.h. on some stretches. Chinetti gave his 4.1-litre Ferrari its full head, passing Lang, but not managing to catch Kling, who won—at 126 m.p.h.! Maglioli was coming up again with the blown Lancia, finishing in front of Lang, while further back Metternich's little Porsche coupé was holding its own well amongst the bigger cars. This stage marked the end



of Giovanni Bracco's great effort to stave off the Mercedes, transmission trouble putting him out, the tough, cheery Italian gaining the sympathy of all after his magnificent drive. Kling thereupon assumed the overall lead, with Lang and Chinetti astern.

The inter-Lincoln Stock class struggle was now enlivened by Johnny Mantz, who overhauled Korf and Faulkner to lie second to Stevenson.

#### Best Times, Stage 7

1, Kling (Mercedes-Benz), 1 hr. 28 mins. 13 secs., 126.77 m.p.h.; 2, Chinetti (Ferrari), 1 hr. 30 mins. 26 secs.; 3, Maglioli (Lancia), 1 hr. 35 mins. 32 secs.

#### Stage 8: Chihuahua to Ciudad Juarez 230 Miles

Ciudad Juarez, the finishing point of the Pan-American race, was a teeming mass of officials and spectators, with visitors from all parts of Mexico and from the United States. The joy of the latter knew no bounds when they learnt that their own John Fitch had taken the lead from Kling, and the appearance of the first cars at Juarez was eagerly awaited. Then a Merc. came in sight—two Mercs., No 6, an open one—Fitch's—heading No. 4, a coupé, across the line—and an American driver in a German car had won the stage by 10 secs. from his team-mate Kling! Two

and a half long minutes later the first Ferrari—Luigi Chinetti's—appeared; at that rate Kling and his Mercedes were the overall race winners, and with Fitch already in and Lang only a minute behind Chinetti it might turn out a 1-2-3 German victory! Then came the news that Fitch had been disqualified for receiving outside assistance during the final stage, and the finishing order of the *Carrera Panamericana* was established as Kling, Lang, Chinetti, the winner's overall average being 102.6 m.p.h. Soon Maglioli's brave little Lancia was in, followed by the second—now first—American driver home, Jack MacAfee in an "America" Ferrari. Kling's winning average in that final stage was simply astonishing—132.62 m.p.h.!

The excitement over the sports-car class result having subsided, interest now focused on the Stock cars, in which the 1953 Lincoln models had established their complete superiority. Johnny Mantz was first across the line, only 16 secs. in front of Chuck Stevenson, with Faulkner and Korf, all with Lincolns, following in, then a string of cars, with Taruffi's "stock" Ferrari in 11th place after long delays.

Then, the long race over at last, the féting of the drivers and crews began—in real Mexican style.

#### Best Times, Stage 8

1, Fitch (Mercedes-Benz), 1 hr. 44 mins. 11 secs. (*Disqualified*); 2, Kling (Mercedes-Benz), 1 hr. 44 mins. 21 secs., 132.6 m.p.h.; 3, Lang (Mercedes-Benz), 1 hr. 47 mins. 46 secs.; 4, Maglioli (Lancia), 1 hr. 52 mins. 31 secs.

#### Final Race Order (Provisional) Sports Category

1, Karl Kling/Klenk (300 SL Mercedes-Benz), 18 hrs. 51 mins. 19 secs., 165.120 k.p.h. (102.6 m.p.h.); 2, Hermann Lang/P. Riess (300 SL Mercedes-Benz), 19 hrs. 26 mins. 30 secs.; 3, Luigi Chinetti/Jean Lucas (4.1 Ferrari), 19 hrs. 32 mins. 45 secs.; 4, Umberto Maglioli (2.0 Lancia Aurelia S); 5, Jack MacAfee (4.1 Ferrari).

#### Production-Car Category

1, Chuck Stevenson (Lincoln), 21 hrs. 15 mins. 38 secs.; 2, Johnny Mantz (Lincoln), 21 hrs. 16 mins. 19 secs.; 3, Walt. Faulkner (Lincoln), 21 hrs. 24 mins. 2 secs.; 4, R. Korf (Lincoln), 21 hrs. 25 mins. 9 secs.; 5, Reg McFoe (Chrysler), 21 hrs. 43 mins. 0 secs.

## LOTHIAN C.C. NOVEMBER RALLY

### Lithgow Again on the Awards List with his Austin

THERE was a good turnout of members for the Lothian Car Club's final event of the year, and slick organization, coupled with the November chill, kept competitors moving so that everything went without a hitch. The day's sport consisted of six road sections and five driving tests that catered for all types of car.

Road sections were not particularly difficult but they did demand attention from the navigators. George (Speedy) Hendry had an erratic recorder in his M.G., on which he blames the magnificent total of 125 penalty marks collected in just two sections. Mrs. Jack Hally, doing her first navigation in a club event, was unlucky enough to pick a "turn right" just half a mile too soon which landed her husband's Austin with 85 against it. Newcomer R. White in a Ford van also went astray as did Archie Wallace, who blames it on leaving his special at home and travelling in the comfort of an Austin saloon.

Leaving from Edinburgh on a fine morning competitors soon discovered that, for once, the "met" boys had been right. There was snow on high ground and by the time Auchencorth Moss was reached the roads were treacherous with a mixture of ice and snow that demanded lots of care. Drivers did take care and the only mishaps of the day were a slight encounter with a stone bridge by Willum Stewart (H.R.G.) and the discovery of a rock in the hairpin test by Ian Stewart (Jaguar), although neither Stewart reported any real damage.

First test—a reverse, astride line, forward and astride once more type—saw Ian Stewart (Jaguar) give a nice display of throttle control and show the minimum of wheelspin on a snow-covered moorland road. Hugh Gunn, in his

Dellow, spoiled a neat and speedy performance by overshooting the final line but the marque was saved by Peter Goodall, who made the best time of the entry.

Second test was to speed downhill, stop astride, reverse and stop astride once more and then get back up the hill with all possible speed. Archie Wallace (Austin), being a trials type, has no time for downhill work so he mowed himself down a pylon and collected the usual penalty. Gray Mickel (Singer) is still haunted by gremlins of the worst type and his gear lever came away in his hand during the test, while Ian Stewart (Jaguar) and John Brown (Vanguard) missed striding one of the lines. Norman Lithgow (Austin) was speedy but B.T.D. was made by Goodall (Dellow).

Test three involved a stop on a steep hill and a very tight hairpin bend that was completely hidden from sight. Jack Glass (Javelin) made good time in this one despite the reluctance of the Javelin to get back up the hill. Some of the H.R.G.s needed two cuts to get round the hairpin, but Willum Stewart got his round in one cut and Ronnie Gray, with a grand lock on his M.G., motored round without a single hesitation but was just a little slower than Willum.

The fourth test meant going forward and into a very tight box from which one had to extricate one's vehicle with all possible speed and get down to the start again. Best man at this was Hugh Gunn (Dellow), as might be expected from the manoeuvring point of view. Oddly enough the next best time was that of Jack Glass in his Javelin. David Gillies found his big Alvis a bit of a handful, while George Hendry (M.G.) and Jack Hally (Austin) made a very good job of things.

Final test was dreamed up by Bob Welsh, the Lothian's trials convenor, and demanded that competitors—starting from scratch—must go through the gears, reach a speed of 30 m.p.h. and then change down to neutral before stopping the car by handbrake only. This proved quite crafty and Ian Stewart (Jaguar) was quickest of the entry, while bunched together in second place and clocking the same time were H. Gunn (Dellow), J. S. Mitchell (H.R.G.) and Peter Goodall (Dellow).

This test ended a pleasant half-day's sport and competitors completed the final section to Melville Castle, adjourned for a comforting noggin and awaited results which were as follows:—

#### RESULTS

Open Cars, All Classes: P. M. Goodall (Dellow), 92 marks; W. K. Stewart (H.R.G.), 90.

Closed Cars, All Classes: N. T. Lithgow (Austin), 58; J. Glass (Javelin), 57.

#### A.M.O.C. TROPHY WINNERS

WINNERS of the various Aston Martin Owners' Club trophies for the 1952 season are announced as follow:—

The Charnwood Trophy: 1, D. Edwards, 66 points; 2, R. Mennell, 48; 3, D. Elwell-Smith, 42.

The Peter Bell Trophy: 1, L. Marr, 87; 2, I. J. Robertson, 52; 3, A. B. Stewart, 34.

The St. John Horsfall Memorial Trophy: 1, Ernest Stapleton, 126; 2, Peter Stewart, 84; 3, A. Staniforth, 54.

The President's Trophy: 1, Eric Thompson, 61; 2, Peter Clark, 59; 3, Mort. Morris-Goodall, 35.

The Richard Stallebrass Memorial Trophy: Joint-winners: Mort. Morris-Goodall and H. D. Wallace, 36; 3, R. Ford, 30.



## THE "ANGLO-FRENCH ENIGMA"

Can Britain Claim "W. Williams"  
as One of Her Greatest Drivers?

SEVERAL weeks ago this journal received a letter from a reader, D. F. Creagh, of Morden, Surrey, who wrote: "In 'The Grand Prix Car', L. Pomeroy refers to 'W. Williams' as an Englishman. If this is so, since his many victories include the French and Monaco G.P.s of 1929 and the Belgian G.P. in 1931, he must be the most successful driver this country has yet seen, and I wonder that his skill has not been acclaimed".

It certainly is true that, while historically minded enthusiasts can reel off a string of famous British drivers, such as Edge, Segrave, Campbell, Birkin, Seaman and many moderns, they very seldom include "W. Williams" in their list. For this they cannot be blamed, for "Williams" was an enigma indeed, sometimes referred to as an Englishman and sometimes as a Frenchman. He lived in France, he spoke perfect French, and he drove in France's greatest Grand Prix team. Furthermore, although reader Creagh suggests "he must be the most successful driver this country has ever seen", in fact we scarcely saw him in England at all. He drove here but once, and then only as reserve driver to the Bugatti team, in the 1927 British Grand Prix held at Brooklands.

He also raced a Bugatti in the 1929 T.T. in Northern Ireland but that was all the inhabitants of these islands ever saw of him; small wonder, then, that his achievements went unacclaimed.

Who was he, then, this "W" or, sometimes, "W. G. Williams", whom Ettore Bugatti adjudged so fine a driver that he took him into his official works team? His real name was William Grover, and he was indeed an Englishman; only his family and those intimately concerned with him knew this, however, and to the motor-racing world he was "Williams", long a resident of the fashionable Brittany seaside resort, La Baule, who came on the international scene in 1926, driving a Bugatti into third place to H. O. D. Segrave's and Jean Moriceau's Talbots, at Miramas in the G.P. de Provence. There was a Williams who raced a Douglas motor-cycle spasmodically in Continental events before 1926, but whether this rider and our "Williams" were one and the same person is not known.

He first really entered the limelight in 1927, by his mercurial handling of one of the 1½-litre 8-cylinder Talbots, which he was sharing with Moriceau, in the French G.P. at Montlhéry. That was the year of Robert Benoist's complete supremacy with the 1½-litre Delage, and for "Williams", little known as he then was, to challenge the master, and hang on to his tail during the first rounds, and to set a new lap record (later beaten by others) was something for the Gallic crowds to wave their arms about. He dropped back after that, for the Talbot was not up to the pace, but "Veeyahm" was a word much uttered in cafés and buvettes around Montlhéry that day. He had a short ride in a very different steed, one of the two 12-cylinder 4-litre Sunbeams in the *Formule Libre* race that same day, but the car's three-speed track

gearbox couldn't cope with the many turns on the "Circuit Routier" and he was out after three laps.

Then he came to Brooklands for the British G.P., as reserve to Count Conelli in the Bugatti team. This driver, whose immaculate cockpit wear invariably included a bow-tie, anticipating Mike Hawthorn's by some 30 years, ran out of fuel on the Byfleet banking. Pushing his car all the way to the pits, he flopped over the tail completely exhausted, crying "Essence! Essence!" whereupon team manager Meo Costantini signalled "Williams" to take over after the car was refuelled. "The Enigma" set off with a will—too much of one, perhaps—for spying Malcolm Campbell ahead in an independent Bugatti, he chased him enthusiastically, nipped past going into one of the sandbank chicanes, then slid wildly sideways, Sir Malcolm coolly re-passing him coming out of the turn. "W" calmed down thereafter, but the Delage team's pace was too great for the Bugattis, and only one, Louis Chiron's, was an official finisher.

(Picture by courtesy of Motor Racing Publications, Ltd.)

In 1928, "Williams" gained second place in the Circuit of Garoupe, a race near the Riviera resort of Juan-les-Pins. As the winner was the great Chiron, that year to become the Champion of Europe, second was very satisfying, but better things were to come. The French G.P. that year became a sports-car race on a handicap basis. It was not a good race, nor a well-supported race, despite its undisputed prestige, but "Williams" won it resoundingly with a works 2.3-litre Bugatti, and his victory sent him off to Monza all the keener to do well in September's G.P. of Europe. Alas for his hopes, his works G.P. Bugatti failed with engine trouble after a fierce fight with the leaders.

Nineteen twenty-nine came, and with it a new and unique event—the first round-the-houses-race of all, the Monaco G.P. Many prominent Continental drivers were there to do battle—Rudi Caracciola with a huge 7-litre Mercedes-Benz, Etancelin, Lehoux and the young

René Dreyfus with Bugattis, and Zehender, the Italian, with an Alfa Romeo. "Williams" drove a works Bugatti and any doubts about his nationality were dispelled by the colour of his car—British green. The race proved a great success, and centred round a tremendous duel for the lead between Caracciola and Williams. The big white car had the power and speed coming out of the turns, but the smaller, lithe green "Bug" had it through them—and with Monaco simply a succession of bends, the result was victory for "Williams", with Caracciola third after a truly amazing drive in an unsuitable car.

Then came a rebuff in Italy, when "Williams" crashed badly after taking a corner too fast during practice for the Rome G.P. His injuries were such as to affect him for a considerable time afterwards, diminishing his stamina in long races. He was sufficiently recovered, however, to run in the French G.P. in late June. This again was a race unworthy of its august title, being a fuel consumption affair on the Le Mans circuit. "Williams" outstripped his Bugatti team mates, Conelli and Divo, to win his second French G.P. in comfort, A. Boillot's Peugeot being second, in front of Conelli.

Fortune did not go with him in 1930: he retired at Monaco, was so fatigued in the Targa Florio that he had to hand his car over to Divo, who brought it home seventh, while in the French G.P. hopes of a hat-trick soon faded, for he dropped out after leading initially. Nineteen thirty-one was little better at first, with retirements at Monaco and Montlhéry, but then came the Belgian G.P. at Spa, a race which was the "decider" in the 1931 European Championship, and in consequence brought out the rival teams in full force. Minoia, Nuvolari, Borzacchini, Campari and Zehender were there, so were Chiron and Varzi, Divo and Bouriat, "Williams" and Conelli, each pair sharing a car in the 10-hour race; Henri Stoffel of Le Mans repute shared a Mercedes-Benz with



AT MONTLHERY: "W. Williams" (centre) with M. Perouse, President of the Commission Sportive (left), and the Vicomte de Rohan, A.C.F. President, on the occasion of the 1931 French G.P. "Williams" drove a works Bugatti, but retired.



Ivanowski, Brian Lewis and Sir Henry Birkin could see an Alfa and a promising youngster named Williams had a Bugatti. Alfas led at first then Varzi and Chenon got their 23 Bug' ahead, only to drop right back with gearbox trouble. That let Nuvolari and Borzacchini with an Alfa to the fore, until the Bugatti pit signalled "Williams", lying second, to catch the Italians. Gaining about nine seconds per lap, the Englishman caught the Alfa with one hour to go. Driver Borzacchini was immediately flagged in and Nuvolari took over, catching "Williams" up after a few furious laps. Fuel starvation was slowing the Alfa, however, and "Williams" gave it no quarter, finally retaking a lead he steadily widened, to win the race with Conelli by nearly seven miles.

In the annual sand race at La Baule, practically in his back yard, "Williams" took a works 23-litre Bugatti and won as he liked. He won again the following year, driving one of the famous 49-litre Bugattis this time, a car difficult to handle but extremely fast. In the French G.P. of 1932 at Rheims, his driving of the works 23 painted green again particularly impressed a British spectator who had taken part in the day's motorcycle races, one who later challenged for the world's two-wheeler absolute speed record, Eric Fernihough. "There," said Fernihough of "Williams", "is a man who, given the speed of the monoposto Alfas, would go far."

At Dieppe "Williams" was second, at Comminges he led, then retired. In 1933 his sole victory was again at La Baule—the hat-trick this time, in a race won decisively by nearly three mins. from two more Bugattis.

"Williams" retired from racing after 1933, to devote his time to the breeding of Aberdeen terriers at his kennels in La Baule. The call to racing was hard to resist, however, and he made a brief comeback in 1936 with one of the works 33-litre G.P. Bugattis, finishing ninth, at Monaco. He also joined with Benoist and Veyron in some long-distance record attempts in one of the streamlined sports Bugattis, but apart from this he appeared no more in motor-racing.

In seven years of active racing "W. G. Williams" succeeded in winning two French G.P.s, the first Monaco G.P. and three La Baule G.P.s, and he shared victory in the 1931 Belgian G.P.—a record which certainly qualifies him for recognition as one of Britain's best drivers. How does it compare with the achievements of other, better known Britons? R. J. B. ("Dick") Seaman scored eight voiturette G.P.s, won the 1936 British Empire Trophy—a class handicap race, and won two International G.P.s, the Donington G.P. of 1936, co-driving with Hans Ruesch in the latter's 38 litre Alfa Romeo, and—his greatest victory of all—the 1938 German G.P. with a Mercedes-Benz.

The colourful Sir Henry ("Tim") Birkin gained few outright victories, and none in the G.P. sphere, due more to lack of a suitable car than to lack of ability, for his performances were brilliant. He won the 1931 Irish G.P. for sports-cars with an Alfa Romeo, he shared the Le Mans victory in the same car and the same year with Earl Howe, he shared victory in the Bentley with Woolf Barnato in 1929, and he won numerous Brooklands races.

Sir Henry Segrave, a true professional G.P. driver, won the 1923 French G.P.

and the 1924 San Sebastian G.P. with Sunbeams, while with Talbot-Darracq voiturettes he won the 200 Miles Race on three occasions, in 1921, 1925 and 1926; he was victor at Boulogne in 1923 and at Miramas in 1925 and 1926—a total of eight victories, in races of varying importance.

On a basis of successes alone, we thus find Seaman heading the list with 10½ wins, Segrave next with eight, "Williams" third with 6½, and Birkin fourth with two. Victories, however, are no certain criterion of ability, and none will deny Birkin's ability to have won more, nor Segrave's or Seaman's to supplement their totals; nor are the aforementioned the only outstanding British drivers—there is Kenelm Lee Guinness for one, and Shirling Moss, Reg Parnell and Mike Hawthorn of the present day. However, discounting "Williams's" wins in the unimportant La Baule G.P.s, and

the poor quality of the opposition in the two French G.P.s he won, his victory at Monaco and his joint effort with Conelli at Spa still suffice to establish his place amongst the leading British drivers.

Born an Englishman, "Williams" died an Englishman, as Captain William Grover, at the hands of the Nazis in Buchenwald Camp in 1945. His dangerous mission during the war was the organization and distributing of supplies to the French *Maquis*, a task which he carried out with the utmost courage and coolness. He was parachuted repeatedly into enemy occupied territory and performed invaluable services for the Allies. On his capture by the Gestapo and removal to Germany, another great racing driver, Robert Benoist, took on "Williams's" hazardous task, to be himself eventually captured and shot by the enemy.

C.P.

★  
HOME - BASED  
HAT TRICK "Williams" won the G.P. on the sands of La Baule in 1931, 1932 and 1933. His residence was near the circuit.  
★



## END OF SEASON WIN FOR ROBB

Esdale Dowling Takes Saloon Class and Haughton Trophy

As a rule, great battle is waged in the Lister A.C.'s November Trial, it being the club's custom to end the season with that event, and start the new year with the annual Boxing Day Trial. Last November, for example, C. E. Robb and D. G. Johnston each had an equal chance of winning the challenge trophy, and not until the event was over did we learn that the coveted "Ferguson" had been won by the latter. This year, however, Wilbert Todd had an unavailable lead for the open-car award, so the interest switched to the "Haughton", for saloon-car drivers.

But the trial, as luck would have it, proved more difficult than usual for the roofed-in enthusiasts, who finished lower down the awards list than is their wont. Roger McBurney (Singer) and Derek Walker (Austin A40) upset everyone's calculations by taking second and third places in the saloon class, leaving Esdale Dowling with a comparatively comfortable lead of three points from Garnett (Wolseley) in the final placings. The P.A. in the trial was won by Ernie Robb, who on his return from an enforced absence from the sport, drove Todd's Austin-powered special, and novice Gordon McNally (Dellow) found a well-earned third place behind Chris Lindsay (Dellow S.).

From North Circular Road, Belfast, the competitors map-read their way to the first control north of Donegore, Co. Antrim, where Hon. Secretary Gordon Neill presided over the most difficult test of the event. This was a reversing manoeuvre at a T-junction in an ex-

tremely narrow lane, further complicated by the presence of three pylons and a very greasy surface.

Only half a mile away as the crowd flies, the second test was reached by way of two miles of messy little lanes and tracks, and proved to be a forward-and-reverse wobble-wobble round three pylons in a very restricted space. This was followed by an affair of chicanes on a slippery surface near Barnish, after which the field turned south again to the famous hill at Ballybracken which, last Boxing Day, was almost unclimbable owing to the presence of huntsmen, horses and hounds. On Saturday, however, no hunting-horns were heard, and competitors were able to enjoy an uninterrupted timed climb of the half-mile hill with its two sharp bends halfway up.

The section ended with Control 2, near Breckenhill, where a manoeuvring test was set out with four markers at a Y-junction, and participants were given the section of Control 3. Near Simerro the approach was by way of the main road through Ballyeaston and Ballynure, and a maze of rough tracks to a point west of the mountain itself.

F. W. McC

### RESULTS

Premier Award: C. E. Robb (Todd S.), 131.4 marks lost; 2, C. F. C. Lindsay (Dellow S.), 138.8; 3, D. G. McNally (Dellow), 141.

Saloon Class: 1, J. E. Dowling (Ford), 194.6; 2, R. G. McBurney (Singer), 205.2; 3, J. D. Walker (Austin), 211.8.

Novice Award: D. G. McNally



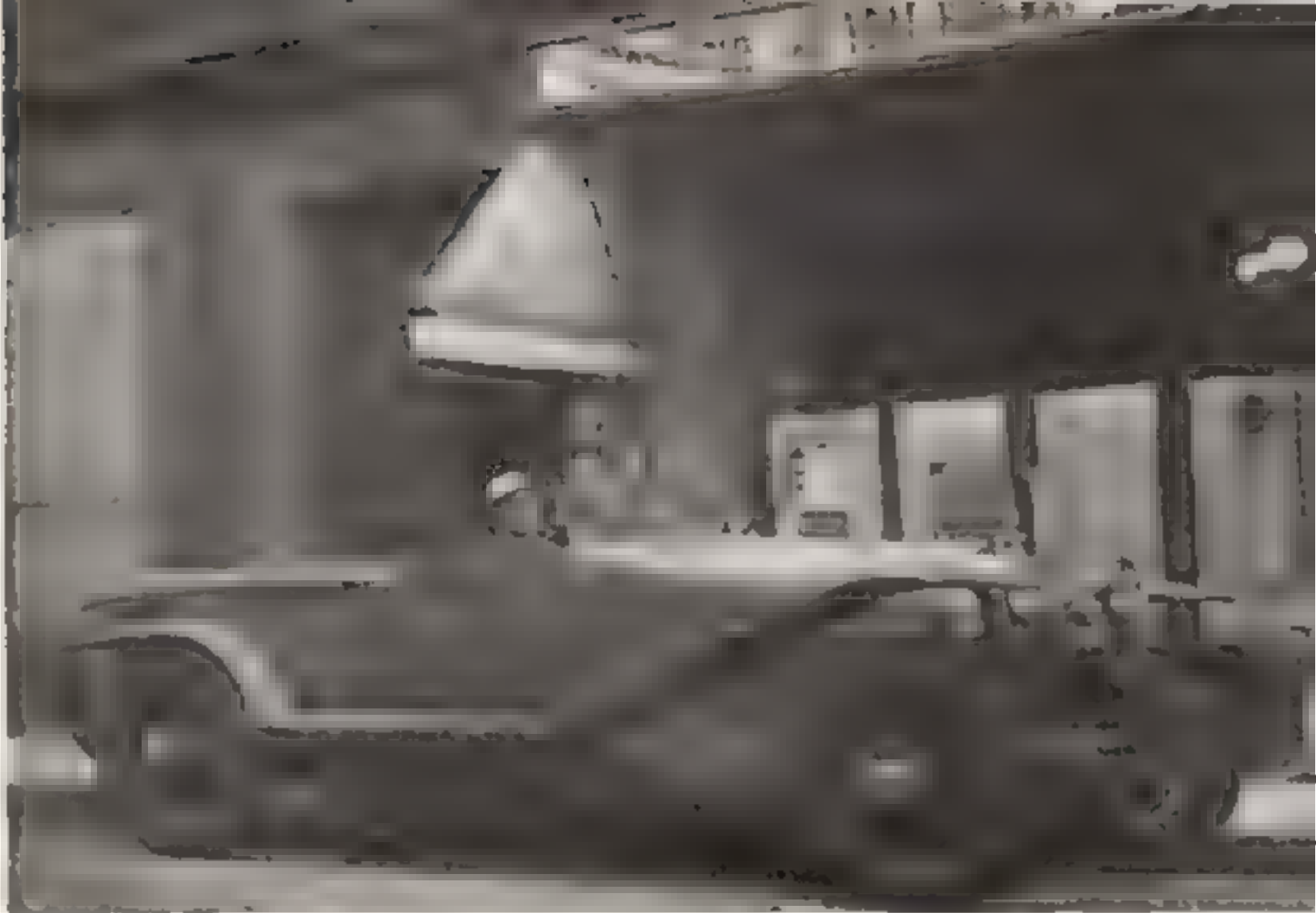
# FRENCH VINTAGE

by

John Bolster

I LIKE vintage cars, though I have no use whatever for the lunatic fringe of the vintage movement, who cannot extol their own machines without being childishly abusive of "modern unware". It would be absurd to pretend that there has been no progress since those halcyon days, but it would be equally foolish to deny that there was great charm and personality in the stark, upstanding speed models that flourished a quarter of a century ago. To handle such vehicles effectively, a special touch, a mailed fist within a velvet glove, must be developed, and no driver is a complete motorist who has not acquired this art. Aids to the clumsy are *not* incorporated in the mechanism, and the second-rate driver is certain to be unmasked for the clot that he is. I repeat; I like vintage cars!

When I met Serge Pozzoli at the Paris Salon this year, he immediately offered to lend me one of his cars as my personal transport. That was well enough, but I was entranced to learn that he had in his stable the 1926 Le Mans Lorraine. As that was the year in



LE MANS LORRAINE: Bolster seated in Serge Pozzoli's restored Lorraine-Dietrich, of the type which won the 1926 Le Mans 24 Hours Race

which Bloch and Rossignol won the great race for the *marque*, you can guess how long it took me to say yes! At the earliest opportunity I went along to M. Pozzoli's factory to take over this intriguing automobile.

As a preliminary to the main dish, M. Pozzoli showed me how to drive a Citroën through Paris. It was a demonstration of amazing virtuosity, and anyway, I'm still alive, aren't I? He also took me for a flip in the new Renault Frigate, a 2-litre car with a full six-seater body. Immensely powerful brakes are a feature, but the steering is so low-geared that, during his more vigorous manoeuvres, I am sure that Pozzoli had the steering wheel spinning faster than the engine.

As soon as I had got my breath back, I was introduced to the Lorraine, or Lorraine de Dietrich, to give the lady her full title. There she stood, an open four-seater of the period, in French racing blue, and if any car ever had *une aire de rendement*, it was she.

It is extremely difficult to discuss the Lorraine without mentioning the Bentley, for these were the greatest rivals of that heroic age. I propose, therefore, to make a fair comparison of the two cars. I would not insult a single nut or bolt of either of them, but as most people are familiar with the 3-litre Bentley, it can act as a yardstick.

With a wheelbase of 9 ft. 6 ins., and a track of 4 ft. 9½ ins., the French car is of about the same size as the British. The front suspension is by semi-elliptic springs in both cases, but the Lorraine has cantilever rear springs. Hartford friction dampers are used all round, and the Perrot brakes have a vacuum servo, of which the Bentley is innocent. As is usual with cantilever springs, the propeller shaft is enclosed in a torque tube, and, surprisingly enough, the gearbox has only three speeds, compared with the four close ratios of "W.O.'s" masterpiece.

The engines are entirely different, for whereas the Bentley has a four-cylinder unit of 80 mm. x 149 mm., the Lorraine has a 3.6-litre "six" of 75 mm. x 130 mm. The vertical valves and their rockers are enclosed by a normal cover, but the long, thin pushrods are exposed. There are two horizontal Zenith triple diffuser carburettors, fed by gravity from a large scuttle tank, but at least the two makes are on common ground in having



PERIOD PIECE: The purely functional frontal appearance of the Lorraine, great rival of the 3-litre Bentley in early Le Mans races



two plugs per cylinder. Another common feature of both engines is the detachable cylinder block with fixed head. The Lorraine, however, has its camshaft in the crank case, and the timing gears are at the rear.

On the road, one misses the four-speed gearbox, and from that point of view, the Bentley is well ahead. The Lorraine's box has a rigid central lever, and a ball change, but it resolutely refuses to be hurried. Bottom gear is very low, but second is reasonably close to top, and is quite a useful ratio. The final drive reduction is  $3\frac{1}{2}$  to 1. I would say that the French car has the better chassis. The roadholding and suspension are good, and the steering is well ahead of the Bentley. Its greatest superiority, however, is in braking, for one has immensely powerful retardation for a very light pedal pressure. Furthermore, the machine remains steady, however heavy the application.

It is not easy to be dogmatic about the engine, for one cannot judge how much of its performance it has lost through the years. At Le Mans in 1926, when the Lorraines were first, second and third it would seem that they had a definite edge over the British cars. Looking up the race in that superb book of Sammy Davis, it appears that there was little to choose in maximum speed, but that the extra half-litre of the six-cylinder engines gave superior acceleration. Certainly it was running out of brakes that caused Sammy to crash when battling with the Lorraines in the last half hour of the "24"; which rather confirms my previous paragraph.

In its present tune, the engine is not particularly flexible. There is a certain amount of vibration, and one has to pass through an appreciable period in the lower revolution ranges. On the open road, the kilometres disappear at an effortless 60 m.p.h. cruising speed, which is much more fun in France because the speedometer says 100! I shall never forget an early morning run to Monthéry as dawn was breaking, and at that enchanted hour I would rather have been driving a 3.6-litre Lorraine de Dietrich than any other car.

Whenever I parked the Lorraine in Paris, it was at once surrounded by a crowd. Spontaneous applause often greeted me as I drove, and when I raised my hat in response, there were renewed bursts of cheering. I was less popular with the city's many cyclists, for at traffic blocks they insist on supporting themselves against any convenient car. The Lorraine was just having its mudguards painted when I collected it, and so there were soon some Parisian bicyclists whose language was even bluer than their hands and clothes!

It was with great regret that I bade the big car



WINNING UNIT. Nearside view of the 6-cylinder  $3\frac{1}{2}$ -litre engine of the 1926 Lorraine

goodbye; and I still remember with affection that bull-nosed radiator, with its neat oil coolers under wire guards let into either side, and proudly surmounted by the famous Cross of Lorraine. Thank you, M. Pozzoli, for lending me a fine old car.

Also at the Pozzoli *usine* I saw the Ariès that "Jabby" Crombac is rebuilding, and which he owns in partnership with M. Pettiet. The engine is the actual one that Laly and Chassagne used at Le Mans in 1927. It will be recalled that the camshaft drive seized when victory appeared certain, and the race was won by that most famous of all Bentleys, the battered and bedraggled "Old Number Seven".

The chassis is a 1928 model, which is shorter and lower than the earlier version. It has normal semi-elliptic suspension all round, but the torque tube stops short of the exposed universal joint, just as in Lord Charnwood's 1911 Delage. The frame is carried over the front axle and then drops remarkably near to the ground, which necessitates an extremely steep kick-up to clear the back axle. The construction is a curious mixture of the relatively modern and the early Edwardian idiom.

The engine is a four-cylinder, 3-litre (82 mm. x 140 mm.), and its vertical valves are operated by a single, bevel-driven overhead camshaft. The very high output of 96 b.h.p. was obtained, so this must be one of the fastest medium-sized vintage cars in existence. There is a small, flat radiator, and the power unit totally fills the bonnet. The fabric four-seater body is considerably smaller than that of the Lorraine, and I await with impatience a trial run—after the re-build.



25 YEARS AFTER The 3-litre Ariès which lost the 1927 G.P. d'Endurance through a seized camshaft drive. Joint-owners Gerard Crombac and M. Pettiet plan a complete rebuild.





AUTOSPORT, NOVEMBER 23, 1952

*THE "FEDDEN": Johnny Clegg (Clegg) makes his Fiat-type L.f.s. work overtime on Alf's Delight*

Mindful of last year's débâcle, when practically the entire entry was bogged down in Ashwicke Park Woods, the Bristol folk played safer for 1952, and chose a course of approximately 65 miles, forming a figure of eight. In the morning, the odd numbers were dispatched to the Dursley-Breakheart area, and to Castle Combe in the afternoon. The procedure was reversed for the "evens".

That many mud-pluggers are studying the problem of keeping strictly to the new R.A.C. Trials Formula regulations, and still concentrating weight over the rear wheels without adding much to the overall avoirdupois, is evident. For example, Cyril Corbishley's Vauxhall-powered C.C.S. now boasts the radiator behind the seat squab!

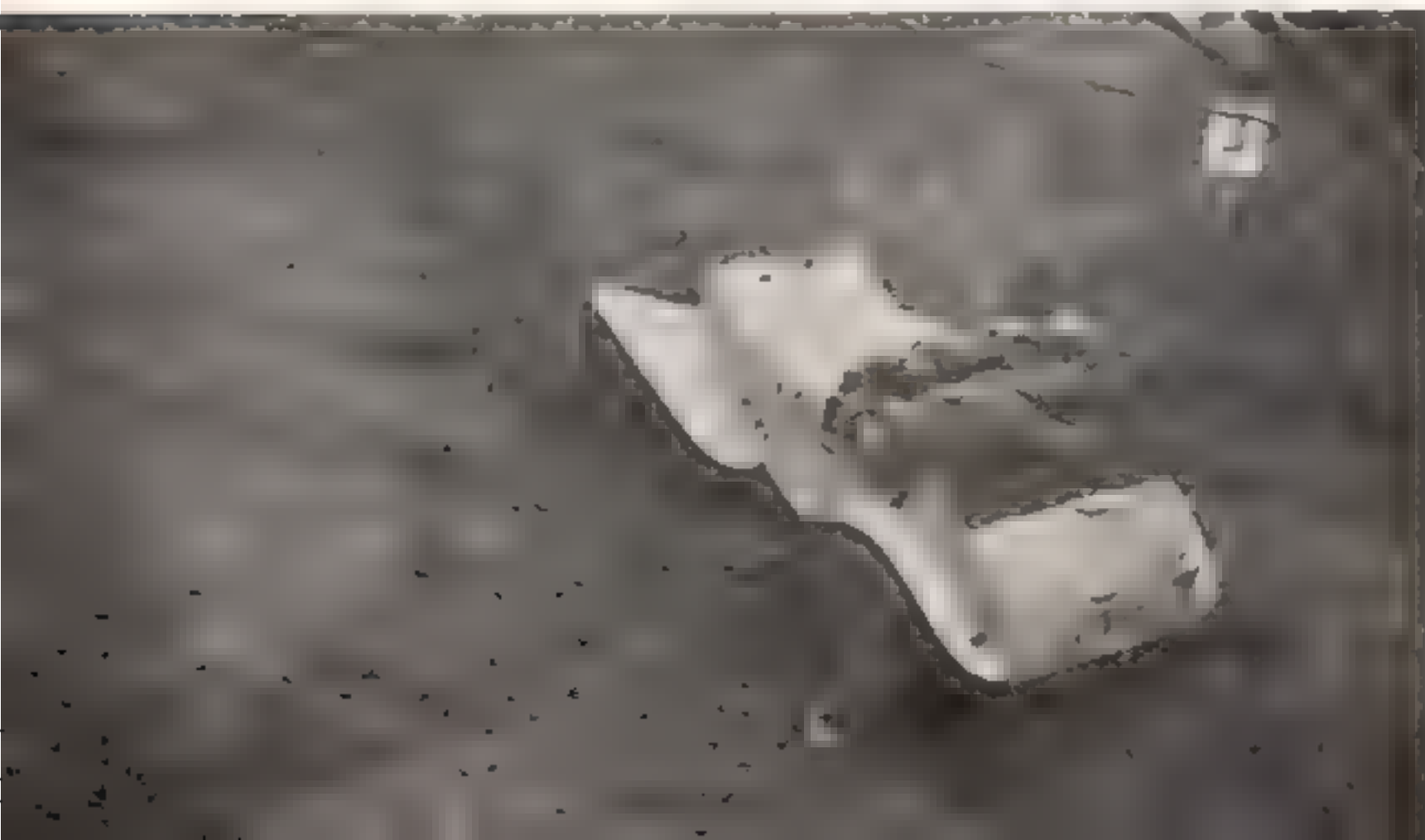
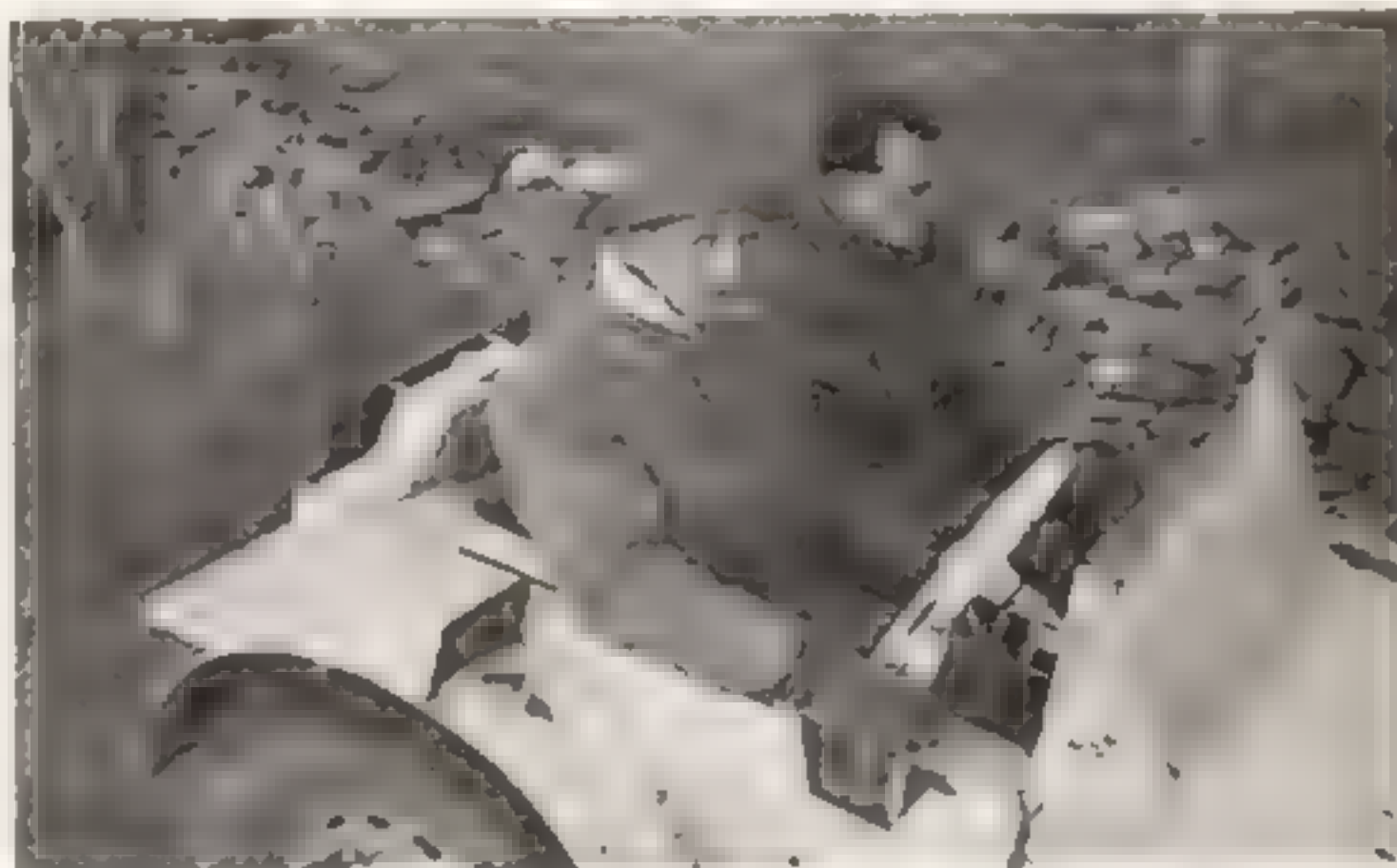
## CHANDLER AGAIN

**Southern Driver Wins Premier Award in Roy Fedden Trophy Trial—No Clean Sheets Amongst the 35 Starters**

LAST Saturday's Roy Fedden Trophy Trial, organized by the Bristol M.C. & L.C.C., attracted 35 starters. No driver completed the course with a clean sheet, and the premier award went to E. J. Chandler, who is having a highly successful season with his short-wheelbase, supercharged Chandler Special. He lost a total of 50 marks. The Alexander Duckham Cup went to Jim Appleton (1,172 Appleton)

**REAR-HEATER.** (Right) Cyril Corbishley and passenger Phil Chapman in the former's C.C.S., now fitted with a rear-located radiator.

**BREAKHEART:** (Below) Edgar Wadsworth tries his luck on the famous hill with his neat Ford Special



Breakheart was in unusually mild form, and offered little resistance to determined drivers. The Castle Combe hill, Nettleton, on the other hand, was extremely tricky to the point of being considered dangerous. This was amply borne out when Rex Chappell overturned his Colton. Rex was himself uninjured, but his wife was taken to hospital with a fractured arm. The hill was subsequently scrubbed.

The majority of vehicle casualties took place on Splish, where a fairly deep watersplash caused many motors to be drowned. Apart from Chappell, the only other retirement was H. F. Roberts. In all, there



were eight observed hills, and two driving tests in what turned out to be a fairly difficult event

#### RESULTS

**Roy Fedden Trophy:** E. J. Chandler (1,172 Chandler S), 50 marks lost

**Alexander Duckham Cup:** Jim Appleton (1,172 Appleton), 72

**Daphne Trophy:** C. M. Seward (1,099 Freakin), 75

**Club Cup:** I. D. L. Lewis (1,172 Freakin), 80

**Basil Barber Trophy:** D. W. Price (1,172 Price), 85

**First-Class Awards:** Ron Faulkner (Paul); E. A. Jauncey (Otter); Wally Waring (W.H.W.-Dellow S)

**Second-Class Awards:** Pat Atkinson (Atkinson); W. C. Cuff (Cuff); J. M. Readings (Regent)

**Team Award:** Chandler, Waring and Faulkner



(Above) Rex Chappell's Cotton leaps on the formidable hump of Breakheart  
(Left) Bill Bodenham (Dellow) on the steep rise of Fort Laver during last Saturday's "Fiddler"



#### ALLARD O.C. MEETING

MANY interesting stories of the *Daily Express* M.C.C. Rally were told at the last meeting of the Allard Owners' Club, and a most pleasant evening was enjoyed by members and their friends who are cordially invited to the next meeting, when "Shell" sound films will be shown, to be held at the Abbey Hotel, North Circular Road, N.W.10, at 8 p.m. on 9th December—second Tuesday in the month, as usual—plus a strong probability of Christmas spirit and good cheer

#### WINFIELD JOINT COMMITTEE

THE address of the Scottish Winfield Joint Committee H.Q. has been changed to Bleachfield, Ayrton, Berwickshire.

#### THAMES ESTUARY "CAT'S EYES" TRIAL

THE Thames Estuary A.C. held their "Cat's Eyes" Night Navigation Trial on 22nd November. At 7.31 p.m. the first car left the Queen's Hotel, Westcliff-on-Sea, with a series of map references to find in different parts of Essex. Floods in parts, and heavy frost on the roads in others, made the event tougher than anticipated, and only six competitors reached the final control at Westcliff with correctly fulfilled route cards.

From the general comments it seemed that all had a pleasant night's run but were glad that fog did not become an additional hazard.

#### RESULTS

**Best Performance:** H. Parsons (Ford 101).

**Navigator's Award:** D. Fincher

**1st Class Awards:** T. R. Troughton (Dellow); H. J. Sweet (Austin)

**2nd Class Awards:** A. S. McDonald (Austin); T. B. N. Jennings (Sunbeam-Talbot); Dr. Sita Lumsden (Lea-Francis)

**Ladies' Award:** Miss Allum (Standard)



NIGHT OPS. Dr. Sita Lumsden applies a ligature to the water hose of her Lea-Francis during the Thames Estuary A.C.'s Cat's Eyes Trial



# THE MODERN HELPS THE OLD

## How Heat-Resistant Nimonic 80 Alloy kept an 1896 Léon Bollée Triear Going in the Annual Veteran Run

THE fact that so many veteran cars each year complete the London-Brighton run is a tribute, not only to the skill of their drivers but also to the sound condition of their engines. This year's run was the 56th consecration of the open in 1896 of the regulations on mechanical road vehicles which had retarded the development in this country of the motor-car. This year history was nearly repeated, for there were two Léon Bollée triears entered and, though they did not repeat the performance of 1896 when two were amongst the earliest to reach Brighton they both completed the run.

The Léon Bollée was the first voiturette racing-car and, in fact, won the 1897 Paris-Dieppe race over a distance of 106 miles and the Paris-Trouville race over 108 miles. As shown in the photograph, the driver's seat is behind the passenger; steering is by means of a handwheel and a ratchet, while a single lever controls brake, clutch and gears. The single-cylinder engine is mounted horizontally alongside the rear wheel and power is transmitted through the single-throw crankshaft to the three-speed gearbox.

As on all the pioneer cars, one of the Bollée's most interesting features is the tube ignition system which it employs. A small tube, about three inches long and closed at one end, is bolted on to the cylinder and is heated by a blow lamp, supplied from a subsidiary fuel tank. Starting is effected by heating the burner with methylated spirits as for a Primus burner or blow lamp. When the tube has reached red heat the separate petrol supply to the cylinder is turned on and the engine can be turned over by means of the flywheel. When com-

pression is high enough the heated tube causes the fuel mixture to explode and the engine starts. Once the tube is hot enough this external burner is fed with petrol from a separate tank. A centrifugal governor, tripping at 600 revolutions and thus opening the exhaust valve by means of a lever, is the only method of regulating the engine speed.

One of the many constructional problems which had to be solved was the ignition itself. When the engine is running, the ignition tube is at white heat and is subjected to considerable internal pressure. In the original model platinum was used for the tube, but when examples of the Bollée were rebuilt and platinum tubes again tried, they were found to be far too expensive in use, as their life was relatively short.

The example illustrated, Ronald Lawson's 1896 model, was first discovered in Ipswich in 1936. It had been used until it could crawl along the streets no further, and then put to rest behind a tumbledown shed in one of the backstreets of Ipswich. It had never been licensed and it is thus safe to say that it had been lying in the same spot until it was discovered some 32 years later. By this time it had sunk a considerable way into the ground and small shrubs were growing through its frame. Large portions of every sheet metal part had entirely rusted away, the spokes were broken and whole sections of the three wheels had been eaten away. Fortunately, however, the cylinder had been left smothered in thick, dirty oil and was thus well preserved.

A large amount of reconstruction work was carried out in the years which followed but there still remained the problem of the ignition system. Tubes



EN ROUTE TO BRIGHTON. Mr. and Mrs. Ronald Lawson in their 1896 Léon Bollée triear

in several types of material were tried but blew out after varying mileages, due to insufficient hot strength and scaling.

It was decided, therefore, to try a tube made of Nimonic 80, one of the series of nickel-chromium base alloys developed in Birmingham in the early days of the gas turbine, to meet the need for a material for the turbine blades which would provide high strength at elevated temperatures, combined with resistance to creep and to scaling. As the correct size of tube was not readily available, a tube of the required form was machined from a solid bar. This was fitted just before last year's run and proved to be quite satisfactory.

Commander Woollard, with his 1895 Bollée, was not so successful but this year a spare tube, obtained from Ronald Lawson, was fitted, with the result that both cars successfully completed the run.

Quite apart from the high cost of platinum, which even in 1900 had reached over £2 per ounce, the tube ignition system gave a lot of trouble and most Bollées were converted to electrical ignition. All the experts were convinced that tube ignition was not effective, but the alloy which made the gas turbine practicable has provided the means of preserving the original plan of ignition in these worthy veteran cars.

### MEASHAM RALLY, 1953

SUPPLEMENTARY Regs have been issued for the Vintage S.C.C. (Midland region) for their 1953 Measham Rally which takes place on 3rd/4th January. Starting point is The Sandford Hotel, Church Stretton, Salop, and the event will comprise a night road section of about 200 miles, much of it over interesting, but non-damaging, mountain roads, followed by a series of driving tests on the grounds of the Measham Motor Sales Organization, at Measham.

Clubs invited to join the V.S.C.C. in this Rally are Shenstone and District C.C., M.M.E.C., N. Staffs M.C., Nottingham S.C.C., Walsall and District C.C. and Wolverhampton and S. Staffs C.C. Entries (limited to 90) can be made forthwith to the Secretary of the Meeting, F. E. Day, of 19 York Gardens, Wolverhampton; closing date is Tuesday, 16th December.



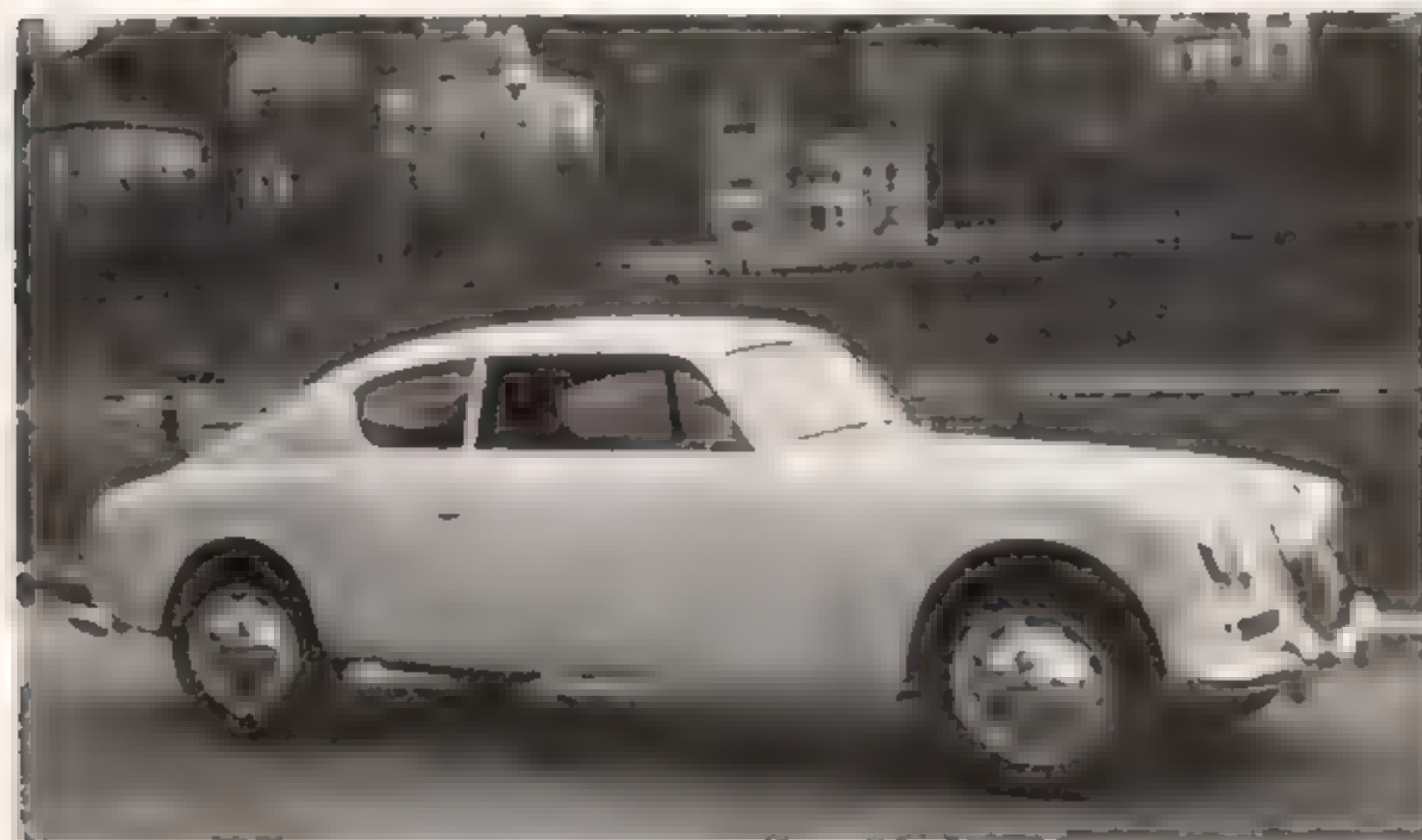
The single-cylinder, 3 h.p. engine of the Léon Bollée, mounted horizontally alongside the rear wheel. The driver's hand indicates the Nimonic 80 ignition tube, aft of the finned cylinder.





# MILANO E TORINO

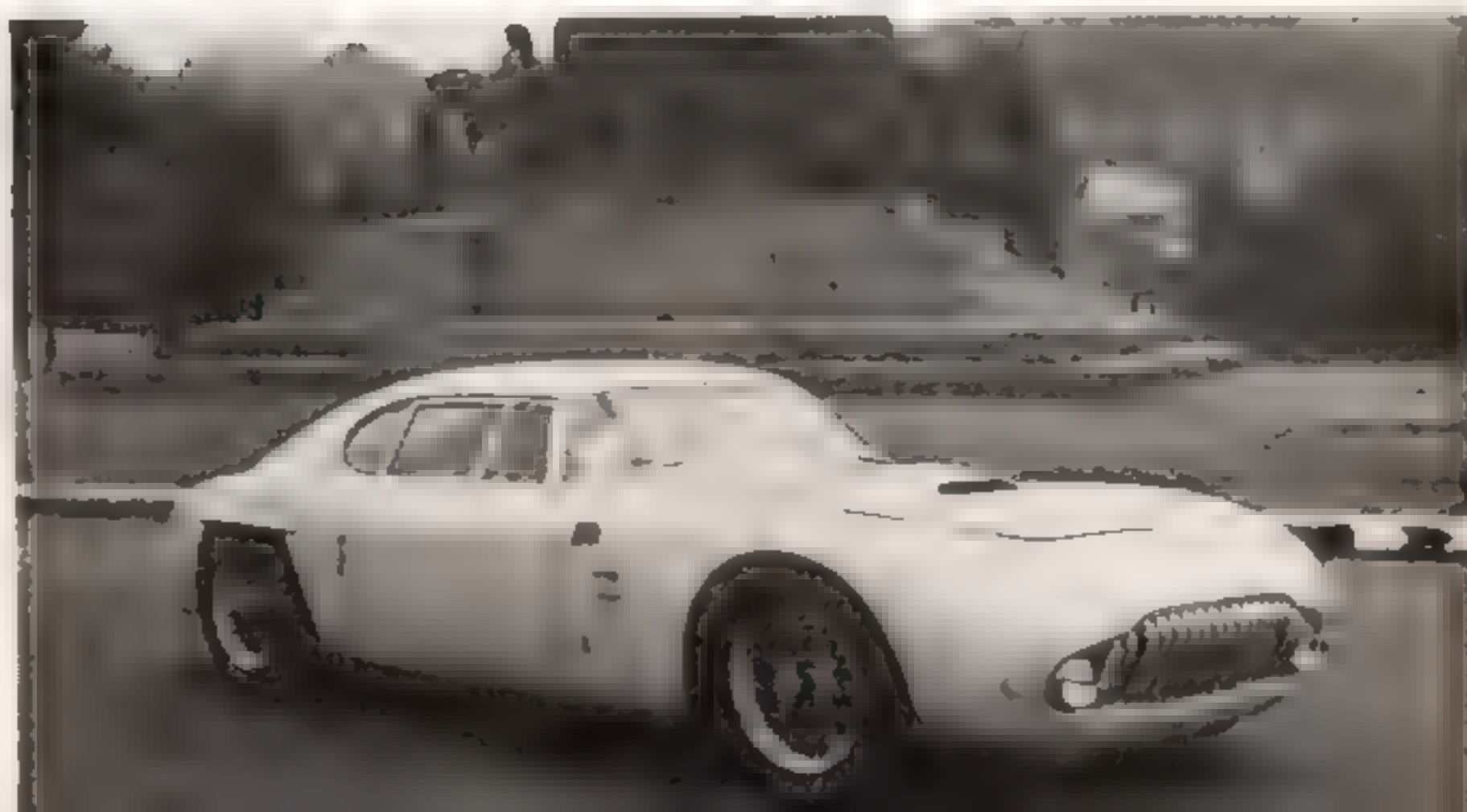
MODERN PRODUCTS  
BY THREE CLASSIC  
ITALIAN MANUFACTURERS



(Top) A graceful cabriolet by Pinin Farina on the Gran Sport 1,900" Alfa Romeo chassis

(Left) The Gran Turismo Lancia Aurelia of the type which was fitted with Roots-type supercharging for the Pan-American Road Race, finishing fourth in the sports category

(Right) The striking 81 Fiat sports saloon which will be seen frequently in 1953 sports-car races. A similar power-unit is used on the 2-litre Siata. This is the first genuine high-performance car produced by Fiats for many years

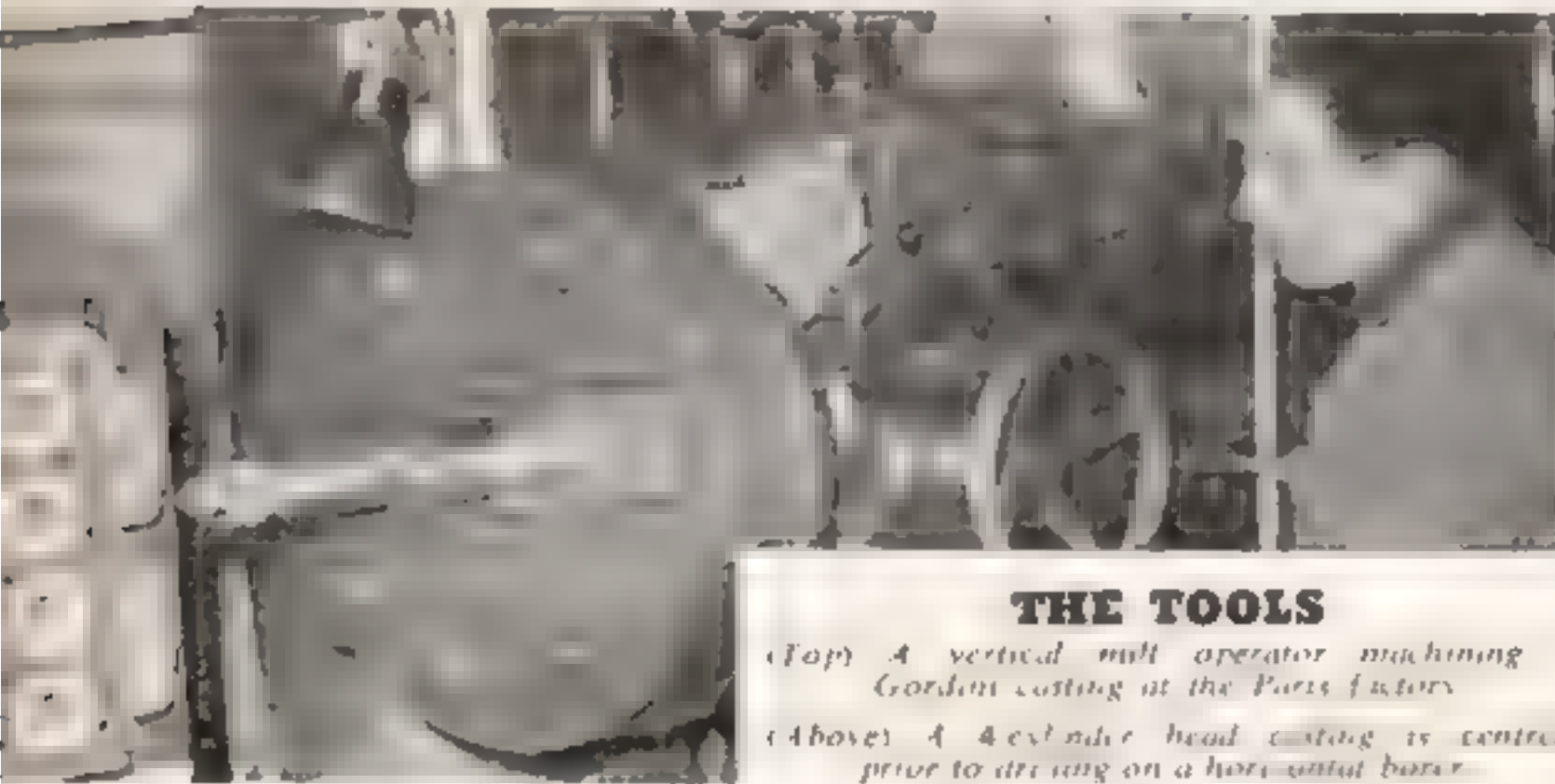




# MEN AT

Machine Shop. En  
Circuit—Motor Ro

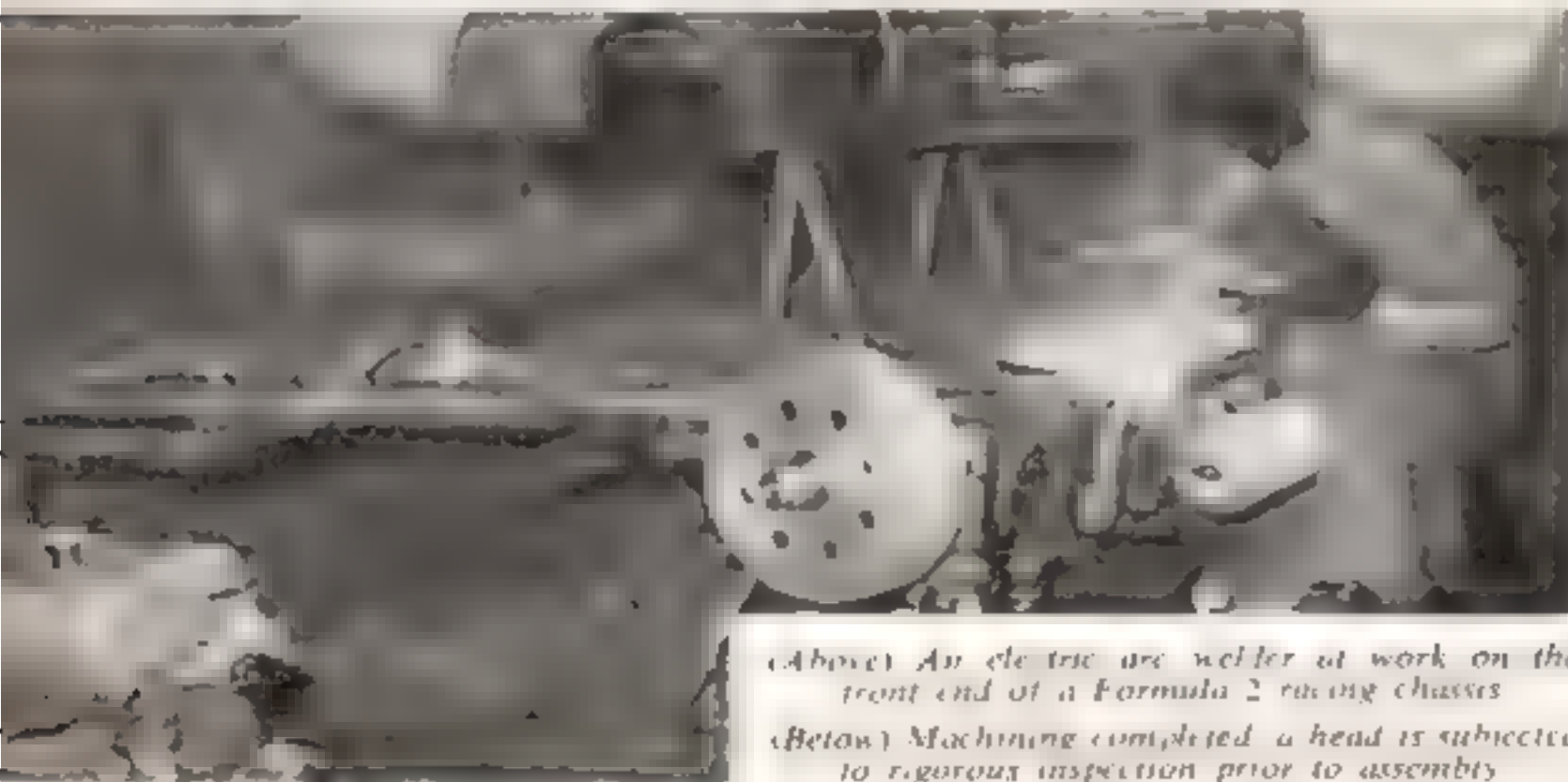
Let every action be directed  
perfect in its way."—Marcus



## THE TOOLS

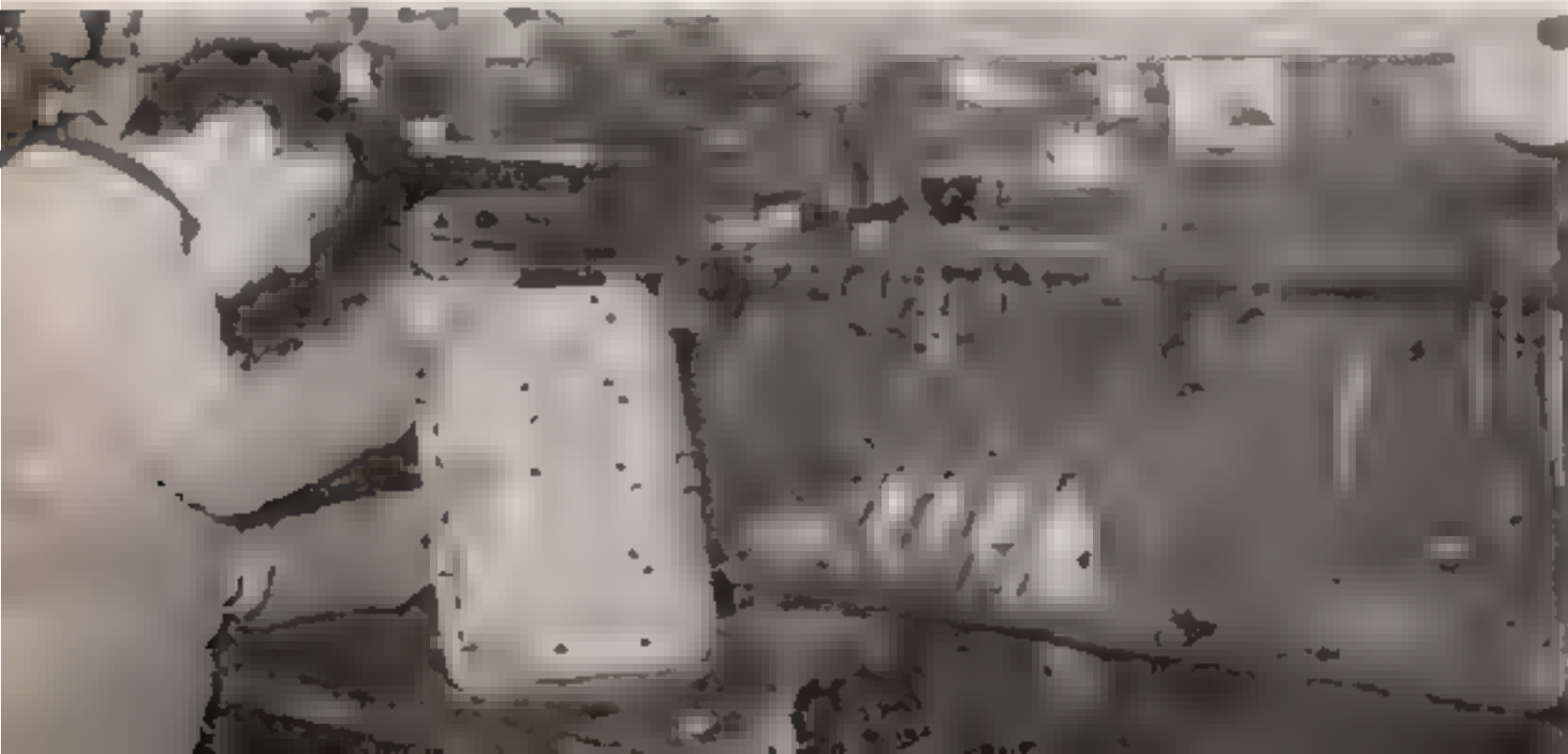
(Top) A vertical mill operator machining a  
Gordon casting at the Paris factory

(Above) A 4-cylinder head casting is centered  
prior to drilling on a horizontal bar



(Above) An electric arc welder at work on the  
front end of a Formula 2 racing chassis

(Below) Machining completed, a head is subjected  
to rigorous inspection prior to assembly



## THE PRODUCTS

(Above) The  
prepared for

(Below) A Fo





# WORK

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g with Gordini

to definite object, and  
Meditations, Bk. 4, 2



the sports/racing Gordini being  
Pan American race in Mexico

2 chassis stripped for post-season  
examination



## THE REBUFFS

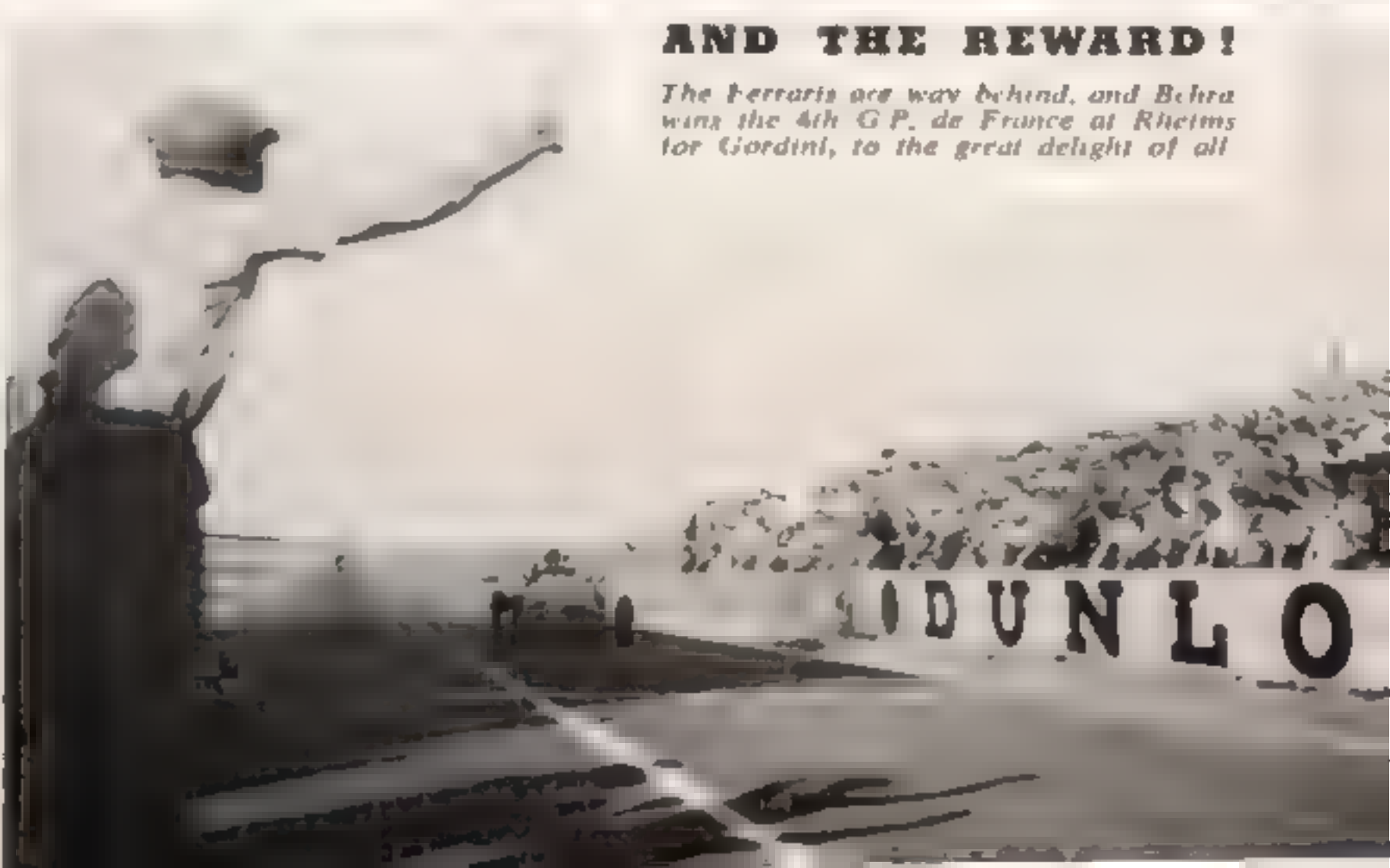
(Above) That old Gordini trouble—transmission  
manifests itself in the Daily Express Silverstone  
meeting and Behra's 13-litre car drops out when  
leading

(Below) A probable win for Manzon in the G.P. de  
Rheims ends with a broken stub axle, a demolished  
pylon, and three villages deprived of electricity



## AND THE REWARD!

The Ferraris are way behind, and Behra  
wins the 4th G.P. de France at Rheims  
for Gordini, to the great delight of all







AUTOSPORT, NOVEMBER 28, 1952

**LONDON:** With Cliff Davis at the wheel, JOY 500 sets off from the Metropolis Garage, on her 1,250 miles journey

## WINTER MADNESS

How Two Perfectly Sane People Left Their Comfortable Firesides to Brave the Elements in Cooper-M.G. JOY 500

It all started in the "Steering Wheel". A bunch of us in the club were discussing the usual things one hears in Brick Street; Christian Dior, the price of bacon, the influence of Salvador Dalí on scullery decoration, sacrificial rites of the Incas, and other subjects dear to our hearts, when someone had the nerve to mention sports-car racing.

What had begun as a pleasant evening soon turned into a slanging match. Normally quiet-mannered folk raised their voices; malevolent leers replaced former pleasant expressions; behind the bar, Frank stopped pouring Coca-Colas to listen. Fred silently tiptoed outside to watch for coppers.

The vintage type in the corner wiped his moustache and said: "The trouble with you blokes is that you can't take it—see what I mean?" We asked him what he meant. He pointed his pipe at Cliff Davis. "Now this chap here, for instance, He gets himself a thing that looks like a Ferrari. Doesn't even paint the object. Admittedly he wins a few races, but he does it the easy way."

He sticks the flaming thing in a lorry instead of driving it to and from the circuit."

"Well, what's wrong with that?" put in Cliff Davis. "It's the sensible thing to do. Saves wear and tear, and if you blow up you can always get home."

The vintage type's supporters chorused, "Nuts—the buzz-box is too fragile to drive on the roads."

I felt it on me to mention casually that it had taken part in the Nine Hours Sports-car Race, but was immediately shouted down by remarks concerning bust rear axles.

It must have been the effects of the Coca-Cola or something. Anyway, I stuck my neck out and said to Cliff, "What about entering JOY 500 for the Daily Express Rally—it's only 1,250 miles or so?"

Davis lifted his cold gaze from his critics and replied, "That's just what we will do. You enter, and I'll come with you as co-driver—I've never been in a hally rally before. What's more, JOY's

just as she was when she finished the racing season. I'll give her a look over, but nothing else."

Thus it came to pass that I filled in an entry form and sent it to Jackie Masters of the M.C.C. The Cooper-M.G. was placed in the open production car class, but as she'd won the 1-litre production car class at Silverstone, this was quite in order. A week or two later, Denis Scott telegraphed to see whether or not I'd make up a team with him and Alan Hopkinson. This offer was accepted with alacrity.

Came 12th November. I reported myself to the Davis ménage complete with ski-jacket, heavy sweaters, thick socks, underwear and boots, a Balaclava helmet, "Panorama" goggles, British Warm, waterproof clothing, Thermos flasks and a rug. Lionel Leonard sportingly offered to take our suitcases to the finish at Brighton, leaving room in the luggage locker for even more winter clothing.

We started off from the Metropolis Garage, London, on a fine, cold afternoon with Cliff at the wheel. We actually met one competitor at the control who didn't say: "Coo, you two'll freeze in that thing!" He was, of course, an exception.

Bournemouth was our first control halt, and it was a pleasant run to the coast. We had stopped to have poached eggs on toast in a café near Ringwood, so we weren't too affected by the steep prices in the snack bar at the "Grand". Dover was the next stopping place, and we took the Alton-Farnham road in favour of the busy, and often foggy, coastal road. A rosy glow from a hostelry on the Hog's Back looked too good to miss, so we dallied there for a while. Learning that Mike Hawthorn was a frequent visitor, we left rude messages for him with the landlord, and all but became involved in what looked like becoming a good party with some of the locals.

By the time we hit the road again we had dropped back about 50 numbers. At Guildford we came across Bill Vocombe and his crew looking disgustingly comfortable in their Vauxhall. On arrival at Dover we had plenty of time in hand, and managed to get a meal which was so huge that both of us had to give it best. We managed to dodge the queue for petrol at the filling station, the Esso man producing half a dozen cans of "80 octane".

So far it hadn't been too cold. The car was going like a train, although a rattle from the upstairs department warned us that a piston wasn't as happy as it should've been. Cliff said that it had rattled like that since Goodwood, so not to worry. We took the Canterbury road to get to Sidcup and were a trifle early at the control, getting slightly mixed up with the Cardiff starters.

Next control point was Blackpool. It was now decidedly chilly. Near Garley we spotted an all-night café where we ordered (and left) some peculiar-looking sausages, and concentrated on several cups of tea. It was here that Cyril Wick stripped the crankshaft pulley key on his M.G. TD, and lost the locknut. Cliff emptied the contents of his toolbox on the floor and found a locknut.

Partially thawed out, we restarted our journey. It would be my luck to be driving when we ran into pea-soup fog outside Chester. For miles we tailed a Ford Eight, and just as we were about to be reduced to gibbering maniacs, the fog lifted slightly, and we managed to slip past the scarcely mobile obstacle. It was clear in Birkenhead, and when we



**BRIGHTON:** The writer, complete with Balaclava helmet, takes the Cooper-M.G. through the forwards-reversing test on Madeira Drive



emerged from the Mersey Tunnel at Liverpool it had become broad daylight.

Blackpool was a grand control. The Savoy Hotel laid on a fine and inexpensive breakfast and we set off for Penrith in high spirits. We kept meeting competitors with early numbers on their way to Chester after doing the regularity test, and were able to judge from their expressions how they thought they must have fared.

Penrith was *en fete* for the rally, and flags hung everywhere. Our arrival coincided with the schools' lunch break, and the little car was surrounded by eager children with autograph books, scraps of paper and anything that would hold a signature. Stirling Moss must have had a busy time, for I noticed his signature on many books. One small girl thought Cliff Davis was Jimmy Edwards, but we told her he was Basil Cardew. As no one can read Cliff's scrawl anyway, it would have been quite safe to say he was Groucho Marx.

The regularity test passed uneventfully. Cliff drove entirely to stop-watch instructions, and so far as I could make out, we did 1 min. 35.2 secs. on Newlands, and 1 min. 35.6 secs. on Honister Pass. As we later discovered that we'd lost no marks, it couldn't have been that far out.

The drive to Chester was real hard work. Every heavy lorry and private

car in England, with badly focused headlights, appeared to be coming the opposite way. I was glad to get to the control and hand over to Cliff. All departures were accompanied by a PA commentary, which, I am sorry to say, was not particularly well informed—where JOY 500 was concerned, anyway.

This year the Welsh Mountains section started off dry—for a change. I have been in the Bwlch-y-Groes area on many occasions, but have never actually seen the district in daylight. One of these days I must go and discover whether or not the yawning chasms that appear to exist really are there! By the time we reached Elen Valley for our second sleepless night the cold was beginning to penetrate. Basil de Mattos offered me a duffle coat to add to my collection of cold-defeaters, and accompanied by the usual cracks about "Feeling the heat?" "Is your heater still working?" and so on, we departed for Lampeter.

After taking a wrong turn which brought us back to Elen Valley again, we motored smartly over atrocious roads and arrived at Lampeter with a couple of minutes to spare. The less said about that drive the better.

At Ystelfera the rain started. Icy-cold stair-roads hit us where it hurt most. We crouched behind the aero screens and cursed ourselves for being complete

lunatics. Strange to relate, I fell asleep for the first time on the trip—fortunately it was Cliff's turn at the wheel. I awoke believing I was struggling for my life in mid-channel, only to realize that the water was inside the car. It was two very sodden and bedraggled figures that surfaced at the Teddington Hands, Tewkesbury, and made for the first stove.

On the way to Stockbridge the weather cleared, and it kept fine all the way to Brighton. Cliff did the garage test in 24 seconds, which would have been considerably less had I remembered to hold the gear lever in reverse. It jumped out, as it is known to do on TC boxes. Again, I used too high revs for the forwards-reversing test, and suffered from wheelspin—16.2 secs.

To our great delight, we learned afterwards that our team had managed to pull off the team prize. JOY 500 had not only proved to be a first-rate road-racing car, but had emerged as a machine which could stand up to a 1,250 miles rally without a sign of protest. Possibly it could have been a more comfortable ride with better weather protection, but the fact remains that the little MG-powered car had shown conclusively that it possesses all the major properties which go to the making of a thoroughly practical sporting car.

G. G.

## SOUTH CAERNARVONSHIRE BIRTHDAY RALLY

THE sorry plight of more than 20 cars marooned bumper to bumper on a wooded mountain track 1,000 feet above sea level, in pitch darkness at 3 a.m. on Sunday (23/11/52), was just one feature of the South Caernarvonshire Motor Club's second Birthday Rally. This incident occurred when the majority of the field of 33 followed their leader up an unmapped road, climbing higher and higher, until he reported from his Austin 16 that not merely were there more ruts and undergrowth ahead, but confronting him was a huge gap where the road had broken away in heavy rain, the debris falling into the 50 ft. deep ravine which the drivers had known was a few feet away from them for a mile and a half. The rushing river below drowned their comments. Much reversing ensued, but newcomers cut off the retreat. About half an hour was wasted while this tangle was sorted out, with dire consequences to the list of finishers.

The vast number of lost marks resulting from arrival at the Dolgelley control from the wrong direction left the majority of drivers with little hope of finishing within reasonable time, and at the finish, at the Swallow Falls Hotel, Betws-y-Coed, only nine cars arrived with their route cards correctly completed.

There had been other "Colonial" sections on the way: portions of the Royal Mountains, a bit of Mynydd Cligwyn near Caernarvon, a stop and revert test amidst a maze of country lanes in the Elen District, a hectic regularity test with oncoming cars and sheep as "irregulars", and a steep little excursion to Elyn Gernoddd, but the Dolgelley forest and the lost babes in the wood were the chief topics of conversation. The route card had said, had

it not, "As some of these roads are new, they may not be mapped"? The road on which the diabolical queue formed was neither new nor mapped, nor, apparently, was it even pointing in the correct direction. After a long main road run to Pwllheli, several drivers were constrained to retire, among them B. B. Davies and J. G. Reece (Ford Anglia), J. H. Ray and J. C. Dixon (Morgan) and Mr. and Mrs. Harry Sutcliffe, whose beautiful new cream Porsche looked most out of place among the leafmould and boulders. The Porsche was making a noisy debut.

The hardier spirit is pressed on, not all of it in the local people (who could be credited with a distinct advantage, but it required great moral courage to try and make up time as thick lorries began to appear and chapel-goers waited for the 9.30 a.m. buses. Meanwhile Norman Owen, in his faithful 1½-litre Riley, with David Lloyd as navigator, had been pressing on to good purpose, and was first home, not far in excess of his allotted span. Second in, but very late, was Angus McDermid, in his venerable V8, and hot on his tail the Javelin of A. H. and G. H. Rutt, not nearly so late. The finishers struggled in, marks lost "peaking" at somewhere near 3,500, and by a happy coincidence there was an award for everybody who finished the course, ~~consequently~~ <sup>consequently</sup>. An ~~optional~~ <sup>optional</sup> test was deemed unnecessary but an informal run-through was given, in fact, for those who wished it.

As Chairman W. G. Williams said when announcing the results, "Much has been said in AUTOSPORT and other motoring papers about rallies being won on the road section. Now you have seen one, and rightly or wrongly we think this is the way to find a winner".

He added that the club felt that the purpose behind a rally was not achieved by driving, say, 1,000 miles, then having to ~~climb~~ <sup>climb</sup> a few pylons on a promenade. This kind is something you have to work for", he concluded.

It was further announced that as there had been so few finishers, not all the major awards could be granted. The Myers Cup, for the best club member, for instance, could not be awarded, for no club member had finished.

### AWARDS

Red Garage Challenge Cup, for best performance by non-member: W. Norman Owen (Riley).

#### 1st Class Awards

Open Cars up to 1,000 c.c.: No finishers.

Closed Cars up to 1,000 c.c.: H. M. Synges/D. Corlett, Liverpool M.C. (Morris Minor).

Open Cars over 1,000 c.c. and under 1,500 c.c.: T. J. Chilwell Davies/J. Matthews, Rhyl M.C. (Wolseley Spl.)

Closed Cars over 1,000 c.c. and under 1,500 c.c.: A. H. Rutt/G. H. Rutt, Rhyl M.C. (Javelin).

Open Cars 1,500 c.c. and over: S. Kennedy, Rhyl M.C. (SS 100).

Closed Cars 1,500 c.c. and over: Mike Hinde/Cedryn Jones, Rhyl M.C. (Ford V8).

Closed Cars 1,500 c.c. and over (2nd Class Award): W. S. Leaman/J. R. Leaman, Mid-Cheshire M.C. (Sunbeam-Talbot "90").

Hard Luck Award: A. McDermid, W. H. Blunt, Caernarvonshire and Angelsey M.C. (Ford V8).

Best Pre-1940 Car: Stan Kennedy.

Ladies' Award (for special merit): Miss P. M. Butler/I. J. Hall, Liverpool M.C. (Austin A40).

Team Prize: Rhyl M.C. No. 1 Team—the only team to finish.



# GORDON MOSBY WINS PENNINE TRIAL

No Clean Sheets in Yorks S.C.C.  
Major Event—"Chassis-Breaker"  
Session in Afternoon

Sunday 16th November, saw 30 competitors start in the Yorkshire S.C.C.'s main closed event, the Pennine Trial, which this year consisted of three new hills, each with some six observed sections, and two of last year's horrors. Up to lunch, one felt that the brain child of Messrs. T. C. Wise and M. Wilde was perhaps more genteel than in the past, that the "Pennine" had reached the age of maturity, and was forsaking its previous evil, low-down cunning attempts to annihilate the unwary competitor and his sled.

The afternoon proved your scribe completely wrong. The old chassis breakers of Bull and More Bull were again produced; perhaps they now can be so gotten as no useful purpose is served. It is now a proven fact that falling-away muddy hairpins can produce more diving ability than chassis cracking 1 and 2 bumps, which, while admittedly spectacular, fail few and frighten many.

The new hills were good—very good starting with Cromwell Bottom II, a tricky grass climb, which began with a 1 in 2 right-hand hairpin, followed by a left-hander, next a level catwalk, culminating with a third 1 in 2 hairpin falling off to the nearside. This latter defeated the entire entry, and although good attempts were made by Coates, Aldred, Illingworth, Mosby, Harrison, Wilde, Hepplewhite, Grayson and Corbishley, all perished with wheelspin and the car sliding bodily sideways.

Cromwell Bottom III was a steep grass climb on loose surface with a right-hand turn round a tree stump with an overall average of 1 in 3—this was a queer hill. It looked easy but many who should



WINNER UP: Gordon Mosby half-way up Bull II

have climbed it failed. Cryer got mixed up with the tree stump, Harrison failed low down, Wilde barely got to the start. Mosby, whose day it was made it look simple and just toured up. Coates likewise, while near the end Don Rayner in the big Allard literally bulldozed his way upwards, to fall bare inches from the top after one of the best efforts yet observed.

Park Nook I was a very long, greasy ascent, starting from down in the valley and winding its way for some 200 yards to a very tough finish of nearly 1 in 1. Only Gordon Mosby climbed it clean. Harrison got to the last section, but no

one else looked like doing it, all failing with wheelspin quite low down.

Park Nook II was a diagonal grass climb on a wet surface with a bad take off. Mosby failed here, but ascents were made by Harrison, Spence and Clay. Birdholme, the best hill of the day, started with a morass, then a bad left-hand turn through a wood and ended with a 1 in 2 grass bank. Good attempts were made by Coates and Aldred, then Gordon Mosby in a magnificent attempt reached the top. On his day Gordon must be in the top three B.T.D.A. drivers; today he was unbeatable!

Bull 1, 2, 3, and More Bull were last year's old chassis breakers, all being rush climbs through a stream and over 1 in 2 bumps. These threw cars high into the air, to land with resounding crashes causing gasps and groans from pale-faced passengers. Admittedly 2 and 3 could be climbed slowly, but only if one had the throttle control of the Westriders—and even Cuth Harrison in one case had to charge like a bull at a gate!

Here Aldred smashed a gearbox beyond repair, and Mike Wilson his car.

Thus ended a good trial marred only by the later sections. A repeat of the morning hills would have showed to better advantage.

FRANCIS PENN

## RESULTS

Best Performance G. P. Mosby (Ford).  
13 marks lost

Best, Opposite Class: D. S. Rayner  
(Allard), 39

First Class Awards: T. C. Harrison  
18, N. H. Coates, 19, H. Spence, 24

Team Award: Westriders (T. C.  
Harrison, G. P. Mosby, M. Wilde) 59

Novice Award: K. Hepplewhite, 46



WILL WE MAKE IT?: Tony Aldred and passenger looking dubious, at the toughest part of Bull II



# Correspondence

## A Really Cheap Small Car

THE suggestion of "Two-Banger" for a small car is interesting, but may I point out the following:

(1) The engine proposed is of 650 c.c., yet one of 350 or 400 c.c. would suffice.

(2) Why not use the gearbox which many others have spent much time and money in producing for the particular engine, and thus save the cost of having a gearbox specially made?

(3) If front-wheel drive is adopted, why go to the expense of fitting trailing links for the rear axle, when a solid beam axle with radius rods and an A.R.M. lateral locating link provides the equivalent of a de Dion axle? Simple and cheap.

Also, the cost of fitting a differential and the special universal joints required for the front axle to allow for springing and steering deviations, would be very high.

(4) As a strong believer in front wheel drive, I think that if these parts could be made cheaply, this form of drive would have many advantages, but bearing in mind the present high production costs, may I submit the following proposal as a solution:—

(a) A twin-cylinder motor-cycle engine and gearbox (i.e., Douglas, Triumph, Scott, etc.) mounted at the rear-end of a chassis with 7 ft. wheelbase and 4 ft. track.

(b) The chassis would be constructed either of two parallel  $2\frac{1}{2}$  ins. x 16 s.w.g. M/S tubes or four parallel  $1\frac{1}{2}$  ins. x 16 s.w.g. tubes placed at a suitable width to accommodate a 2/3-seater body. The front end would be of Morgan type, i.e., sliding cavings with self-lubricating bushes. The engine, gearbox and rear axle bearing housing would be assembled on a pair of long 1 in. diameter pipes. The rear axle would be built similar to the Freixa so-wagon and Kieft, with a pair of bearings supporting a drive sprocket and brake drum. The axle shafts would be made from Hardy-Spicer propeller shafts with flanges welded on the ends to take bolt-on wheels. Radius arms folded from 14 s.w.g. steel sheet would locate the axle shafts, springing being by aircraft axle on the "Frike" layout.

If there is no manufacturer who would consider making such a car there is still another solution: a syndicate composed of a few really keen engineers willing to manufacture chassis as follows:—

Two parallel  $2\frac{1}{2}$  ins. o.d. x 16 s.w.g. tubes with two  $1\frac{1}{2}$  ins. cross tubes at the front to take a Morgan i.f.s. with  $1\frac{1}{2}$  ins. cross tubes for the seat, engine and gearbox. A 10 s.w.g. steel "box" at the rear to take a steel shaft with bearings, sprocket and brake drum. A pair of tubular half-shafts with welded wheel flanges and radius arms attached. All this at the price of, say, £50. Each customer would then supply his own engine, gearbox, steering, i.f.s., wheels, etc.

To those who may scorn this idea may I refer to the Bristol syndicate which produced the 12 successful "lola"-type chassis?

May I also suggest that this type of 500 c.c. sports-car may be the solution to the "poor man's racing" which has been so sadly neglected, and if a race should be organized for this type of amateur sports-car racing, I will donate a cup for the winner of the race.

M. F. MATTHEWS.

WESTON-SUPER-MARE, SOM.

I WAS interested by your correspondence on small economy cars, but must protest against the use of ultra small engines in family saloons.

Small two-strokes are ideal, for 2/3-seater runabouts like the Bond and larger mono-cvce engines have interesting possibilities for small sports-cars, but there is nothing to be gained in using these for a popular 4/5-seater saloon.

The one- or two-cylinder engine is too noisy and not flexible enough for the average owner. Small capacity gives no appreciable gain in economy if suitable gear ratio is used, as can be seen from the recent Vauxhall tests, or the per-

formance of the 4-litre Jensen. A bigger engine is cheaper in actual cost if its expectation of useful life is taken into account, and adequate power at low revs is essential with a three-speed box.

Cheapness and good value are better obtained by large-scale production of a good design, than by adapting a less suitable unit of simpler construction.

I suggest using an air-cooled 1,100 c.c. flat four, mounted well forward, with front-wheel drive. Back-to-back seating would accommodate 4-5 within a short wheelbase, with ample leg-room, and also permit a low, light body of good aerodynamic shape. This would also give increased luggage space with only the front seats occupied, and discourage back-seat drivers.

The really impecunious will always buy used cars and their interests are best served by producing a reliable model backed by a good spares and service organization.

A. E. TUMINS.

CHELTENHAM

I WANT to endorse the views held by Mr. Matthews and "Two-Banger" as shown by their recent letters in your journal. The need for a small, reasonably priced car on the lines of the Continental midgets (i.e., Dyna-Panhard) is long overdue in this country. The data set-out in John Bolster's articles on these small cars shows so clearly how performance and economy can be obtained. The figures quoted seem almost miraculous to us in this realm, and I cannot understand why, with our success in Formula 3 racing, we are not able or willing to equal these figures by producing a car of our own.

The specification I would like to see for a really cheap small car is either an existing motor-cycle twin cylinder engine of well proven design, or a new "four" built for the job, both capable of being supercharged, mounted in a light tubular frame with independent suspension.

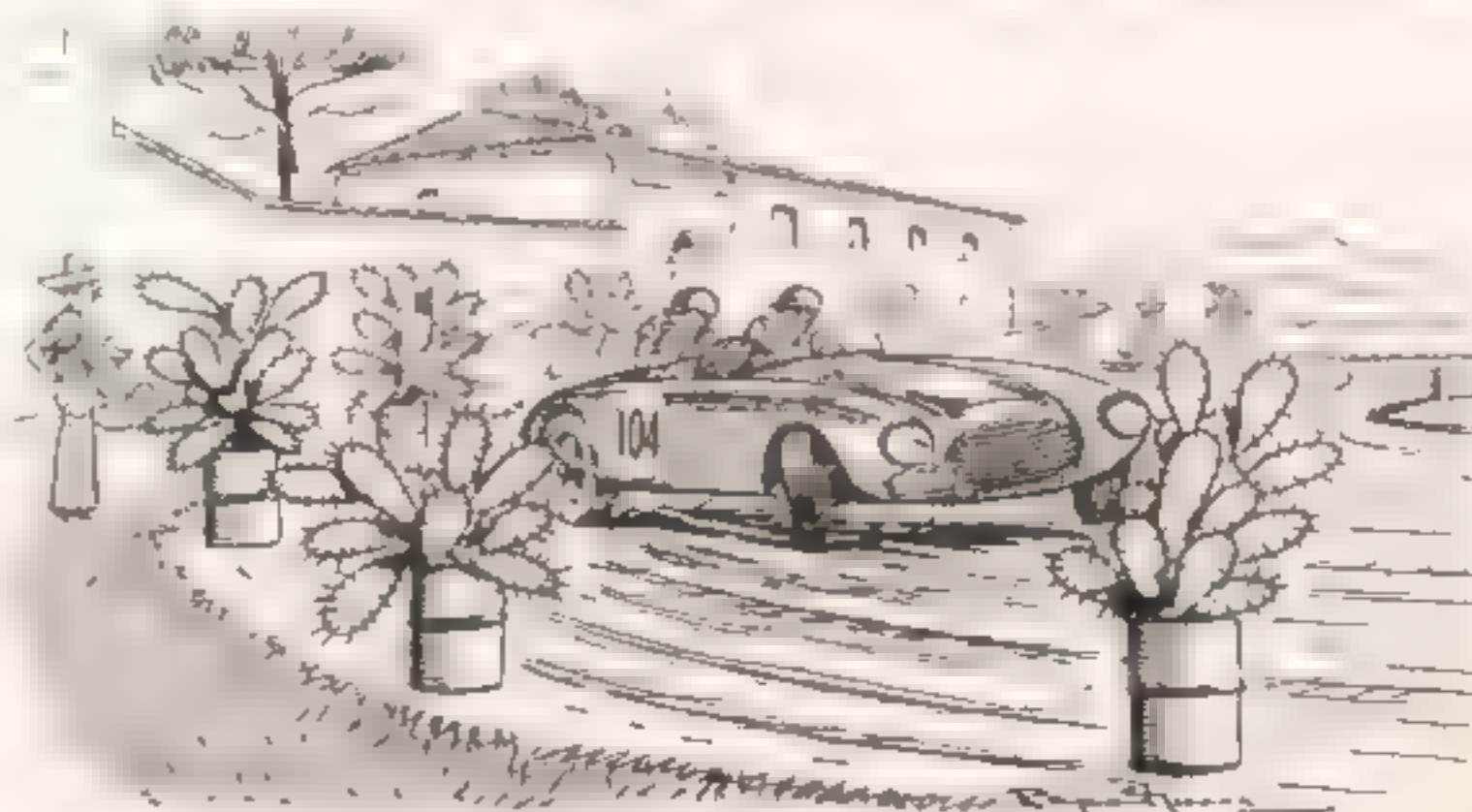
Around this I should like a 2-3 seat all enveloping body. I suggest two models, a fixed-head saloon and a sports-tourer, and in this I vary from "Two-Banger" who is all for a 4/5-seater. Surely in our effort to keep prices to a minimum we must have in mind a small car and not one with a carrying capacity equal to an A40.

I do hope those with influence will ponder on these jottings and perhaps produce a car worthy of the British Motor Industry.

MICHAEL C. HOLYOAKE

CHELTENHAM, GLOS.

So that "Economy Car" has reared its ugly head again! I cannot help feeling, as a family man with no more than his fair share of "lolly", that those who cry for a two-by-four buzz-box just don't know the facts of life. Ever dived home up the Portsmouth Road on a Sunday evening with a car-load





**Correspondence—continued**

of wife, over-excited kids and car-sick dog in a baby car? No? Then just try it!

I venture to think the points to go for—in order of importance—in choosing a “working-man’s family car” are as follows:—

1. Low capital cost (and I mean a *total* outlay of not more than £150, at present pitance-rates).
2. Absolute reliability. This, to my mind, rules out the two-stroke right away.
3. Accessibility of “the works”. Anyone who has looked under the bonnet of, say, a 12/50 Alvis and an A40 will know what I mean.
4. Lebensraum. Don’t forget the treasure-trove the children won’t leave behind.
5. —And a poor fifth—Fuel economy. The average chap would only use his car as a family conveyance at week-ends (and not every week-end at that) and provided she will do, say, 20 m.p.g. warm, on open roads, he would be prepared to allow a mild thirst as a fair price for attributes 1 to 4.

You have only to use your imagination (or raise a family) to see that a baby car is *not* what the average chap wants, but a man-sized saloon that can cruise without too much effort on the part of car or driver over crowded week-end roads. For this—to be within our price-range—a sound Vintage carriage exactly fills the bill: or it will next year when the lunatic H.P. tax is no more.

Vintage cars aren’t *all* 30/98’s and chain-gang ‘Nashes’ choose yourself a Sunbeam Sixteen, Austin Heavy 12/4, almost any Hummer, or if you occasionally hurry a 12/50 Alvis.

My personal (vintage) carriage being frankly spartan, when next summer brings trips to the seaside *en famille* around again, it’s a Sunbeam for this chicken, and you can have your two-stroke, no-springs, no-poke herring tin!

Prejudiced? Never—just a V.S.C.C. member!

BOB GIBSON JARVIS

WARFIELD, BEDS.

**European Cars—An American’s View**

As a reader of your weekly I would like to state at least one American’s view on European cars. I am prompted to do this by the joke about the American and the gearshift lever on the steering column. Most of us, here in the U.S., prefer the shift on the column as it allows more passenger seating and in my humble, un-sports-car mindedness, it is more convenient than on the floor. Since most of us don’t give a hang whether we can shift a fraction of a second faster, it is silly to make such an issue over it, as it was done in the joke or in the article on the Paris Show. As far as that goes, I’ve seen a “hop-up” American Mercury accelerate the ears off of an XK 120, while, as for the M.G., it can be taken by a stock American Ford. Granted, the engine is smaller and granted it would outperform the Detroit bathtub at high speed touring but that isn’t what the family-car is used for in this country.

If we want cars that have room for six passengers (we like people to see the r country and the more the better), ample storage for over-night stays even for weeks at a time (we like nice riding cars (I admit that the Detroit ‘iron’ is mushy), but sports-cars offer none of this. We have some good roads over here and miles of them and we like to see the country, not try to find out how fast we can get by it. Our cars are reliable, not temperamental machines.

Sure they are chrome plated tebs, but there are millions of them over here owned by all income groups paid for in American dollars, by American people. So I say put the shift on the column and maybe more people in other countries could own cars in proportion to those in this country.

As for the jet exhausts on the Farina model, you say it’s worthy of a “hot-rod”. This is a joke in bad taste, as Auto Union could see when their record made by Rosemeyer was cracked wide apart by those “hot-rodders” at the Salt Flats. Call the chrome splashers “cowboys” but not “hot-rodders”. And if you think this year’s runs were something, watch next year’s attempts. As for Farina’s design, all that one would have to do was to cut the nose off a 1950 Studebaker and you’d have Farina’s jet job.

I wish, finally, to tell you of the enjoyment and satisfaction I receive in reading your magazine. Keep up the good work.

WM. J. EBAUER

BALTIMORE, U.S.A.



Photograph of an E.R.A. at Silverstone, taken with a folding camera by reader Graham Bell.

**Amateur Photography**

ARTICLES have, in the past, been published on the subject of photography with inexpensive cameras. The enclosed print (reproduced above) may, therefore, be of some interest to readers, being taken with a folding camera at a speed of one-hundredth of a second, and an aperture of f/7.7. Both these figures were the best obtainable on the equipment used, no greater shutter speed being available. The car was about 200 yards from Stowe Corner, Silverstone, just prior to entering the bend, and a “panning” method was used.

GRAHAM E. BELL.

PRESCOT, LANC.

**Road Tax According to Age**

MR. M. MATTHEWS, in his letter on the economy car, raises this vexed question of road tax, and rightly says that, “those who can afford £3,000 for a car can obviously afford £30 per annum in tax”.

I feel sure that the majority of motorists agree that a tax graded according to the financial capacity of the car owner is the fairest. The nearest we can get to the owner’s financial capacity, from a practical point of view, is the capacity of the engine itself. Any scale, however, should be simple, to avoid unnecessary documentation.

May I suggest the following tax scale:—

Cars registered in 1939 and earlier:

- i Up to 10 h.p. £5
- ii Over 10 h.p. £10

Cars registered after 1939:

- i Up to 750 c.c. £5
- ii 751—1,500 c.c. £10
- iii 1,501—2,500 c.c. £20
- iv Over 2,500 c.c. £30

For invalid chairs and cars

A very small flat rate.

If the Ministry of Transport should object that this scale would bring in insufficient revenue, a small alteration of the figures would surely put that matter right.

The only small objection I can foresee is that the “poor” XK 120 owner will be worse off than the Bristol 2-litre owner! No scheme is foolproof.

R. F. COLEMAN.

KINGSTON HILL, SURREY.

**Rally Co-Drivers**

IT is always surprising to me that in a large and well-organized rally no credit is given to co-drivers in class awards.

I would like to pay tribute to the enthusiasm, accuracy of map-reading and utter unselfishness of my co-driver, Reina Whittle, who made the event so enjoyable, whether we had won a place or not.

LORNA DOONE SNOW.

RUDGWICK.

[Autosport mentions co-drivers whenever possible: see report of M.C.C. Rally in last week’s issue.—Ed.]

(More Correspondence on page 709)



THE LANCET NOVEMBER 28 1952

## NEWS FROM THE CLUBS

THE LANCET NOVEMBER 28 1952

### H. & B. U.H.U.M.C. NIGHT RALLY

THE joint Night Navigation Rally of the Hants and Berks M.C. and the United Hospitals and University of London M.C. takes place on 6th/7th December. The course will not be of so difficult or complicated a nature as the recent Hants and Berks Experts' Night Trial, but will be of more orthodox night trial type. The course is from 80 to 100 miles in length, on O.S. map 169, New Popular Edition. Start and finish will be at the Queen of Hearts, Hindhead, Surrey, first competitor leaving at 9 p.m.

Entry closing date is 1st December. The event is open to members of the two organizing clubs.

### V.S.C.C. WITLEY RALLY

ON Sunday, 7th December, the Vintage Sports Car Club are staging a Rally and Driving Tests meeting at Witley Park, near Haslemere, Surrey. A closed event, V.S.C.C. members and associate members are eligible to compete, with Vintage and Thoroughbred post-vintage types of cars.

Entries must reach Tim W. Carson by Monday, 1st December. The event will start at 12 noon.

### N.L.M.C. SCROUNGE RUN

ON Sunday, 16th November, 40 North London M.C. members took part in a "Scrounge Run". The entrants for this competition were armed with a list of 40 articles to be produced at the finish, which was the King's Arms Hotel, Berkhamsted, Herts. The items varied from a worn out motor-car tyre (motor dealers in the South Hertfordshire area certainly produced some amazing examples of the tyre maker's craft for competitors!) to a bullrush. The winner of the event was Michael Kelly in a Ford Prefect saloon, who produced all the items called for within 2½ hours of leaving Barnet.

The regular monthly run to the Salisbury Crest, Essendon, takes place tonight, Friday, 28th November, meeting at Essendon at 8 p.m.

The first social event for December is a Film Show to be held at the White Lion Hotel, Edgware, on Wednesday, 3rd December, at 7.45 p.m. Tickets are obtainable by ringing BARNET 2919—admission is free.

### NOTTINGHAM S.C.C. DINNER DANCE

THE Annual Dinner/Dance of the Nottingham S.C.C. will be held at The George, Nottingham, on Saturday, 6th December. Dress is optional. Tickets (numbers limited) at 15s. can be obtained from F. Marvin, of "Woodlands", Valley Road, West Bridgford, Nottingham. (Tel.: Nottingham 32602.)



**TAPES ALERT** A Plymouth M.C. marshal, ready with measuring tape, watches G. S. Edwards (Eardon) trying his luck on Gibbet 2 during the "200" Trial. No one succeeded in climbing the section.

## E. W. CUFF WINS PLYMOUTH M.C. "200" TRIAL

COMPETITORS from as far afield as Burnley, Bristol, Weymouth and Cornwall, gathered at the Moorland Links Hotel, Yelverton, on 16th November, for the start of the Plymouth M.C.'s 200 Challenge Trophy Trial. On the first observed section, "Harper's Bazaar", only three cars climbed clean, those of T. D. L. Lewis, E. A. Jauncey and E. B. Wadsworth. E. Scooby had the bad luck to break a half-shaft, which meant his retirement. L. R. Gear drew gasps of relief from a large number of spectators when he continued to motor after almost stopping astride the ridge at the top.

On Bucktor there were many failures and considerable delay as marshals and observers struggled to clear the hill of a couple of casualties; one was E. B. Wadsworth, who had to retire. Moorhill, a long, slippery ascent with two deep gulleys, was taken with comparative ease by some drivers and, while J. Banbury pulled a couple of tyres, E. E. in a standard BMW made light of it.

The Colonial section, used as first special test, was really exciting and the Club Secretary was nearly lost forever, forgetting, in his anxiety to return correct times, that his only viable means of support on an incredibly steep bank was a stop watch in one hand, and a telephone in the other! We are glad to record, however, that he was rescued from a header into the deep mud by the timely assistance of some spectators.

The previous day's rain had converted Gibbet 1 and 2 into a really first class slide and although some remarkable efforts were made, no one succeeded in climbing either section clean. Mount Clog, another stopper, looked all too simple up to the restart, where competitors, vainly endeavouring to get away, dug themselves in with spinning wheels so leaving more hazards for those in the rear.

In the Standard Production class W. C. Marett tied with G. S. Edwards for best times on the special tests. R. Faulkner was a non-starter, and pro-

visional results show E. W. Cuff to be the winner of the 200 Challenge Trophy.

A new system of marking was approved by all, some competitors intimating their intention of introducing it to their own clubs.

### RESULTS

**200 Challenge Trophy:** E. W. Cuff (Cuff Special).

**Barton Cup** (Runner-up): H. Sinclair-Sweeney (Jacque Spl).

**Cleave Cup:** G. S. Edwards (Eardon).  
**Pago Cup** (Best performance by P.M.C. Member): E. Ellis (BMW).

**Class 1 Award:** R. J. Harris (R.J.H. Spl).

**Class 3 Award:** J. Decley (Crandora).

**1st Class Award:** E. A. Jauncey (Otter Spl).

**2nd Class Award:** I. D. L. Lewis (L172 Ford).

**3rd Class Award:** E. W. Pike (E.P.S.).

### NEWCASTLE HUNTER CUP TRIAL

ON Sunday, 14th December, a closed trial for the Hunter Cup will be held by the Newcastle and District M.C. Starting point will be the Benwell House Hotel, Newcastle-upon-Tyne, at 2.30 p.m. The course will be about 70 miles in length, in an area west of Newcastle.

A maximum of 50 entries is permitted, and entry closing date is Tuesday, 9th December.

### LANCS AND CHESHIRE DINNER DANCE

THE Annual Dinner/Dance and Presentation of Awards of the Lancs and Cheshire C.C. takes place on Thursday, 4th December, at the Grand Hotel, Manchester, commencing at 7 p.m. Tickets are 25s. each, from Ken Bancroft, 31 Hallworth Avenue, Audenshaw, Manchester.



## News from the Clubs—continued

## 750 M.C. NIGHT NAVIGATION FROLIC

Like the highly successful "spy hunt" that formed the first 750 M.C. Closed Night Event last April, its successor also had a story behind it. The Editor of the Daily Diatribe and Weekly Squeal had so many (49 to be precise) applicants for the advertised post of Motoring Correspondent that on the night of the 15th/16th November he tested them by sending them all out to seek the story of the O.L.G.A., a highly secret racing-car of unorthodox conception to attack Formulas 4, 5 and 6, which was being constructed in components in various well hidden workshops in the Chilterns. The applicants were directed

## RESULTS

**Best Performance:** S. Moore (driver), Joyce Chesterton (navigator) (M.G.), 71 marks lost; 2, J. Willis, H. Birkett (Citroën), 92; 3, N. W. Norman/J. Thomas (Austin), 138; 4, J. Moon/J. Dawson (Ford), 168; 5, Miss R. Richardson/L. Needham (M.G.), 242; 6, R. C. Smith/P. P. Thompson (Austin), 290

Twenty-six other finishers.

**Class Winners—Open Austin Seven:** R. C. Smith P. G. Thompson

**Closed:** W. A. Wemyss/A. G. R. Ashton.

**Ford Engined Cars:** J. Moon/J. Dawson.

**Up to 1,500 c.c.:** N. W. Norman/J. Thomas

from one workshop to another by scraps of information that the Editor was able to pass to them, and they were marked according to the time that they took over the various sections over a standard time. They were able, however, to earn bonus marks by correctly identifying the components made at the various shops.

All the dodges beloved of night trial organizers were used to locate the various points, from cryptic clues to

compass bearings, not omitting map references in Arabic and Roman numerals, and latitude and longitude. Among the workshops visited by the budding correspondents were those at the top of Whiteleaf Hill, "Pons Assinorum" over the River Thame, near Medenham in Maidenhead Thicket and the site of the Civil War Battle of Chalgrove. Chapman Motors, situated near a pond, the waters of which more than one competitor sampled during the night, was remarkable for a floating illuminated notice which could be drawn near to enable it to be read by a siring and which returned to the centre of the pond without visible agency when released. Among the clues shown to the future journalists to identify the components of the O.L.G.A. were a selection of highly priced spares (supercharger), a piece of bedroom furniture anchored in midstream (float chamber), a liver salts tin (accelerator), a rolling pin (silencer) and so on.

The night was spoiled for some by the

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**NEW IRISH SPECIAL:** Alf Potter's new Special, based on a shortened Volkswagen chassis, made its first appearance in the recent IMRC Autumn Trial in the Dublin mountain area.

★

fog which, while not desperately thick, considerably reduced average speeds and no doubt accounts for the fact that only four completed the course.

The event was organized by Ken Bickle and was run with assistance from the Bendley Drivers' Club, Lloyds Motor Club and the Decca Navigator concern's personnel, in addition to many 750 members who turned out to officiate.

## MONKEY STABLE ORIGINS

ON Thursday, 13th November, members of the North London Enthusiasts C.C. heard the very interesting story of the formation of the Monkey Stable of Lester-M.G.s, as told by J. M. Mayers, ably supported by Peter Avern, Pat Griffith and Trevor Line, plus episcopes and plenty of photographs.

We were shown how Harry Lester developed the first Lester-M.G., after various specials had been produced, based on L-type and PB M.G.s, and how light weight was a characteristic of them.



all. During 1951 Mayers and Griffith were independents engaged in friendly rivalry, but during the winter of 1951-52 they made plans for a team, which matured in the formation of the Monkey Stable, with Peter Avern as Team Manager. This brought dividends early in 1952, the British Empire Trophy and the Goodwood Nine Hours exemplifying this.

It was a most entertaining evening, and the packed audience were treated at times to what amounted to quite an hilarious description of the trials and tribulations encountered in motor-racing. Trevor Line, who drove in the team in the Nine Hours, described that race—his first with this marque, but Michael Keen, who it was hoped would have been present, was unable to get along.

## MAGNETTE REGISTER

THE inaugural meeting of the Magnoste Register will be held at the Horse-shoe Hotel, Tottenham Court Road W1, at 7.30 p.m. on Wednesday, 3rd December.

More News from the Clubs on page 710



## Correspondence—continued

## Rallies in Great Britain

How pleased I am to see that at least two persons have intelligent opinions on the sport of "Rallying". I refer, of course, to Holland Birkett, whose article in the 14th November issue should be preserved by all organizers of rallies, and to John Gott, whose letter was published last week.

Apparently, the number of competitors who share this view is very small. The entry list for the recent *Daily Express* Rally closed long before the date stated on the entry forms and the number of entries accepted was by no means small. Why was this event so popular? Did most of the entrants imagine that less than 80 per cent. of the entries would be unpenalized on the road section? On reading the regs. I most certainly did not. Did the £50 cash prize attract them? I think not, since the average cost per crew for this rally must have exceeded this amount. Or do most competitors enjoy motoring at a very sedate average speed for 1,250 miles of main road? The *Autosport* report states that a veteran Austin 7 arrived at Brighton without loss of marks. Surely this shows how absurdly simple the road section must have been. It would appear that the crews of the faster cars amused themselves by dicing for brief spells and then stopping at alternate restaurants and "pubs" for refreshment. That it is necessary to compete in this event and others which fall into the same category in order to qualify for the principal rallying award offered to a British competitor, namely, the B.T.D.A. Silver Star, is indeed ludicrous.

It is no use pretending that 400 cars following the same route inconvenience and annoy no one. They most certainly do incur the wrath of a small number of persons. It is, therefore, the duty of organizers of the more important events to consider very carefully some of Holland Birkett's suggestions, so that public annoyance may be reduced.

I believe that the simple nature of the road sections of many rallies encourages a large number of semi-skilled drivers to enter and these persons are obviously further encouraged by the fact that they are able to complete the road section without loss of marks. When the same persons compete in tougher events they find themselves unequal to the task and the majority, instead of being content to lose a few marks and hope that others are faring worse, drive beyond the limits of their capabilities and ultimately run out of road. This, in my opinion, is a fairly clear picture of what happened in the London Rally, when almost one-third of the entry were penalized for damage to coachwork.

If the entry is divided and each group is sent to a different section at the start, the tendency to overdrive is greatly reduced and a diminution in the accident rate follows. This, and not the desire that accidents should not be connected with rallies, is the important factor.

Having stated my case may I plead that next year's R.A.C. Rally, which we are told is to be a qualifying event for a European Rally Drivers' Championship, will be an event to make the visit of foreign competitors really worth while.

JESSE'S COLLEGE, OXFORD.

J. A. AMBROSI

## Mr. Robert Baird's Offer

MR. ROBERT BAIRD recently made a most generous and sporting offer through your columns, of the contribution of a sum of money to stimulate interest and development in British motor-racing. Mr. Baird's fond hopes (and even conditions of his contribution) were that others should join in the scheme, and his probable disgust and disappointment at lack of support is understandable. Surely this situation is inevitable? Motor-racing, to be successful, must be efficient and efficiency in motor-racing above all things can only be acquired under complete dictatorial control. All the history of the profession—and it is a profession and not a sport when done really well—proves that again and again. Bugatti, Alfa Romeo, Ferrari (before and after the war), Mercedes and, even earlier still, Sunbeams were self-contained units. They had the money, the brains and above all the dictator in supreme control to manage their affairs and everyone knows the result—world sweeping successes. B.R.M.'s main cause of failure was too many cooks pulling in all directions at once and the result was chaos and pandemonium.

If the two main causes of our recent failures, i.e., excessive taxation and unlimited democracy cannot be eliminated from our motor-racing affairs then we are better off nationally without these highfalutin attempts.

K. HUTCHISON

HEADLEY GROVE, SURREY

(More Correspondence on Page 712)

## An example of our Stock



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# THAT MAN MURRAY AGAIN!

## Difficult Leinster G.V.B. Cup Trial

ORIGINALLY to be run over three laps of the now well-known Killough, Calary, Ballyremmon, Old Long Hill circuit, the Leinster Club's G.V.B. Cup Trial was eventually run over only two laps of this circuit, owing to heavy rainfall during the previous few days. Included were seven observed sections and five special tests per lap so that actually a total of 14 observed sections had to be attempted and 10 tests carried out. Mud there was—plenty of it—and much skill was required to negotiate it, so there was no grouse here for the many Irish "special" drivers who have been fed-up with the new trend to cut out mud and rough stuff adopted by several major clubs.

Of the 21 cars entered, all were specials of one type or another. Paul Soden was driving Kevin Murray's original V-8-engined M.M. Special. Dermot O'Clery has newly acquired ex-Jack Ohle Dellow, Jack O'Donoghue brought his newly built little Buckler Special up from Cloughjordan, Cecil and Eileen Atkinson came down from Newry in their fine little Ford Special, Hennessey came up from Castledermott with his "A40"-based Austin Special and, of course, Kevin Murray and Raymond Laird came down the 175 miles from Sligo, quite a national entry this!

Starting from Kilmacanogue, about 16 miles from Dublin, competitors were first presented with three new observed sections on the Sugar Loaf mountain just above Killough. Murray and Tom Ohle (Dellow) were the only men to climb these three sections clean on both laps, Jack Gibney (Ford Special) lost only two marks here as did Cecil Atkinson and Alf Potter in his new Volkswagen Special.

From the Sugar Loaf via New Long Hill, the route led to Calary Lower, where a slightly complicated test was performed at a Y-fork on part mud and part rough surface. Murray was best

here on both laps, with Wilkinson second best on the first lap, and Laird second best on the second lap. At Calary Cottage, a small disused house standing on muddy grass beside the lane, test two took place; a manoeuvre involving a lap of the cottage and the circuit of a pylon. On the first lap Harold Johnson made best performance with his Lancia Special but Murray took the honours second time round, whilst Jimmy Grew, back to trials after a trip to Canada, tied with Paddy Le Fanu for second place first lap. Dermot O'Clery was second best on the second lap.

On from the Cottage to Calary Upper, where a short downhill braking test called for a stop as near as possible to a pylon placed centrally in the lane. Norman Young (Ford Special) and Tom Ohle tied for best here on first lap with Atkinson second best, but on lap two Cecil Vard was best with Ohle second and Wilkinson third. Across Ballyremmon Common to the usual three sections at Paddock Gate, which were even more slippery than usual. On the first one only Laird and Murray were clean both laps, while Young only lost two marks. On the second section no one climbed clean both times, but Murray was only six marks down and Johnson eight. On the third section Keith Wilkinson made two clean climbs and Gibney, Millard and O'Clery lost two marks apiece. Strangely, Murray completely failed this section on his second lap.

After Paddock Gate competitors found themselves in the dirtiest spot of all, a really muddy water hole on Calary, but a wonderful spot for spectators and photographers. Competitors had to start with their rear wheels just in the muddy water, drive between some markers away from the water, turn and re-enter the water between the markers, turn right and climb out of the water and round a triangular course, then reverse down to

the starting position again. Those who re-entered the water the first time or did their reversing in a hurry certainly made an unholy splash, to the delight of the spectators, but to the disgust of most passengers. O'Clery and Vard shared best time for all this performance on the first lap, with Laird next best in the blown Dellow, but on the second attempt Laird knocked a big hole in the previous best time and Murray was second best. Jimmy Millard really did enter the water quickly in reverse, his brave passenger, Dudley Reynolds, ducking to very little avail. Alf Potter did well on the observed sections but not so well in tests, the difficult Volkswagen gearbox with its ultra-low ratio reverse not being too good for this job.

The last test was a downhill braking and reverse affair on Old Long Hill. Murray and Laird were first and second respectively here on the first lap, but Johnson and Vard took these positions next time round. It will be seen from the foregoing that there was plenty of sharing of the honours at the different sections and tests during the afternoon. Nevertheless, Kevin Murray yet again proved his mastery in Irish trials by winning with a most convincing score over the next best man, his fellow townsman, Raymond Laird. Jack O'Donoghue retired the Buckler before the last two tests with carburettor or fuel pump trouble, and he and Paul Soden, who completely missed Ballyremmon, were the only non-finishers. This was a really first-class event for the tougher trials machines, the sections and tests being excellent but, as the regulations fairly warned prospective competitors, no place for saloons or standard motor-cars at all.

H. A. O'BRIEN

Results were published in last week's Autosport.

## KENTISH BORDER SPORTING TRIAL

ON 30th November the Kentish Border C.C. is running its November Sporting Trial, starting at the "Spring Tavern", Wrotham Heath, Kent, at 10 a.m. The Clubs invited are: Bristol M.C. & L.C.C.; London M.C.; Maidstone and Mid Kent M.C.; North London E.C.C.; 750 M.C.; Sheffield and Hallamshire M.C.; Southsea M.C.; and all entrants to the R.A.C. Trials Championship.

The route will be approximately 50 miles in length, and all the hills will be in the area of Maidstone.

On 26th November, the Club is holding a Film Show, which will include a film of the 1952 "Le Mans" Race. Further particulars of both Trial and Film Show can be obtained from Mr. H. Alderton, The Cottage, Bromley Grove, Shortlands, Kent.

## SUNBAC NEW YEAR PARTY

SUNBAC's Annual Dinner Dance and Party takes place on Thursday, 8th January, at the Town Hall, Sutton Coldfield.

**MUD AND MOUNTAINS.** Dermot O'Clery with his newly acquired ex-Jack Ohle Dellow, in the mud hole at Calary, with the Sugar Loaf mountain as an imposing background.





## "AUTOSPORT" DIRECTORY OF THE CLUBS—22

## Burnhope and District Motor Club

(Founded 1950)

President: G. M. G. Oliver, M.R.C.V.S.

Chairman: A. M. Scott

Vice-Chairman: J. French

Open to: All interested in motor sport—cars and motor-cycles

Caters for: Most types of event, except scrambles and car trials.

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Dickinson Trophy Road Rally. April or May

Donald Bass Cup. Road Rally. Bi-annual, April and September

Pickering Cup Trial. Motor-Cycle. November.

Charlaw Trial. Motor-Cycle. October.

Hedley Hope Trial. Motor-Cycle. March

Consistency Hill-Climb. September

Headquarters: Club and Institute, Burnhope

Meetings: Wednesdays, 7.30 p.m.

Bulletin: *The Split Pin*, duplicated: quarterly.

Whether Associated with the R.A.C.: Yes (Recognised by R.A.C. and affiliated to A.C.U.).

Approximate Membership: 100.

Annual Subscription and Entry Fees: No Entry Fee

Annual Subscription: 7s. 6d.

Hon. Secretary: R. E. Hocking, 20a Delacour Street, Stanley, Co. Durham

## CLUB FIXTURES

N. London M.C. Monthly Run and Meeting 28th November, Salisbury Crest, Epsom, Hert. 8 p.m.

1950 M.C. (N.W.)—Last Friday Meeting 28th November, Pelican Hotel, Sale 7.30 p.m.  
(London) First Monday Meeting 1st December, Abbey Hotel, N. Circular Road, 7.30 p.m.  
(Western) First Tuesday Meeting 2nd December, Queens Arms, Basingstoke

Berkhamsted M.C. and C.C. Annual Dinner 28th November, Kings Arms, High Wycombe

Thames Estuary A.C. Annual Dinner 28th November, Kings Arms, High Wycombe

British Motor Mechanics Social Club 28th November, 20th November, Park Lane Hotel

Herts and Berks M.C. 1st December, Grant Hotel, 28th November, 8 p.m., London Road

Woking Motor Club 28th November, 8 p.m., Woking, Surrey

Bentley D.C. 28th November, 8 p.m., Bentley, Cheshire

A.C. 28th November, 8 p.m., Bentley, Cheshire

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## N.L.E.C.C. CHRISTMAS RUN

ON 14th December, beginning at 10 a.m. from Wembley Hill, the North London Enthusiasts' C.C. will stage their Christmas Run over a distance of about 40 miles of mainly secondary roads. This is a closed-to-club event, entry closing date being 6th December.

## SUNBEAM REGISTER

THE Sunbeam Register, which caters for owners of Wolverhampton-built Sunbeams and has nearly 400 on its books, has decided to admit owners of London-built Roesch Talbots. These cars are in many ways similar to the older Sunbeams and by combining the two makes in the one Register a demand will be met without increasing the already considerable number of one-make organizations.

Talbot owners will be able to compete in Register contests and to share the printed bi-monthly magazine *Sunbeam*. Those interested are invited to send details of their cars and the 15s. annual subscription to the Hon. Registrar, Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hampshire.

## COMING ATTRACTIONS

November 28th 29th. B.A.R.C. (Yorks) Rally, West Riding

November 29th. Eastern Counties M.C. Night Navigation Trial. Start, Rayden Aerodrome, near Ipswich, 6 p.m.

November 29th 30th. Morgan 4/4 Club Night Rally. Starting points, Hertford, Gloucester, Manchester and Burton-on-Trent. Approx 10 p.m.

November 30th. Circuit of Quinta da Boa Vista, Brazil

Mid-Cheshire C.C. Trial  
Leics. C.C. John Bull Trophy Trial  
Start, Lee Street Car Park, Leicester, 10.30 a.m.

Berkhamsted M.C. and C.C. Lockhart-Bowlingham Trial.

Welsh Counties C.C. Trial  
Coventry and Warwick M.C. Trial

Kentish Border C.C. Trial. Start, Spring Tavern, Wrotham Heath Kent, 10 a.m.

Connacht M.C. Winter Trial, Eire

## Vintage Autos is expanding fast

and takes over large new premises



Jack Bond, the man behind it

On 1st December large premises at 66 London Rd., Tooting, become Jack Bond's new headquarters for Vintage Autos. In this spacious garage there will be a continually changing stock of 70 cars for the enthusiast all under one roof. The filling station and other garage amenities will be maintained as a side line for the convenience of patrons.

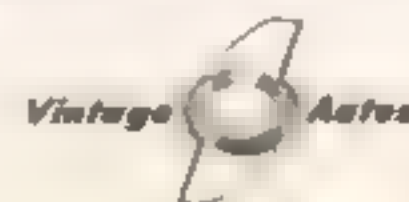
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## Correspondence—continued

## The M.C.C. "Daily Express" Rally

I HAVE just returned from co-driving in the *Daily Express* Rally, which, I understand, was designed so that the every day motorist could compete on even terms with other competitors; however, I was surprised to see many other competitors driving cars not suitable for normal purposes, particularly the Editor of AUTOSPORT, driving a car built for racing, and which, indeed, has won many races, and put up some terrifically high averages on several tracks in this country.

I know that the regulations permitted these cars, but in my opinion, in a touring rally of this kind they should be confined to a class of their own, and not be eligible for the Premier Award, bearing in mind that these cars were in the minority.

It is considered by many people that in both rallies and racing the open car class should be divided into open cars and super-sports-cars. In racing today, one sees absolutely standard cars competing against hybrid and much modified cars, and having no earthly chance. Surely it is time, with such large entries available, that room be found for sports-car and super-sports-car classes.

R. K. N. CLARKSON.

HALSTEAD

## Rally Special Tests

I READ, with much interest, John Gott's letter on the Eight Clubs' Rally and rallies in general, and I must say that I am in entire agreement with the sentiments expressed.

I would go so far as to say that the ideal rally is one in which the outright winner is found on the road section; a car finishing clean *must* finish higher in the results than a car penalized on the road no matter what the results of the tests may be. Should no car finish clean, then the winner is that car which loses the least number of marks on the road, again no matter what the results of the tests may be.

This leads me to the thorny question of special tests. I have felt for some time that the usual methods adopted in

England are not the fairest to competitors, because it appears often to favour the person with the longest purse. This seems to me to be wrong. Two methods used on the Continent seem to give everyone a chance, be he the owner of the equivalent of an Austin Seven or a Jaguar. The first is the class comparative method (as opposed to the overall comparative method). The second is on a formula basis as in the "Alpine". Personally, I favour the former though the latter does allow for a superlative performance in two or three tests to overcome a mediocre performance in one particular test.

In case anyone has not met the class comparative method I will endeavour briefly to describe it. Cars are divided into the usual classes and these classes further sub-divided into touring and sports-cars. Firstly, the winners can only come from those cars with the fewest penalties on the road sections. Assuming that several cars are still unpenalized the scoring of penalty points is arranged as follows:

1. All cars take part in the tests.
2. Times taken to a fifth of a second.
3. The fastest car in each class scores no penalty points. Other cars in each class score X points per fifth of a second they are slower than the fastest car in their class.
4. The outright winner is that car which, being clean on the road section or with the least penalties on the road section, has fewest penalties on the tests. Ties are decided by fastest times in specified tests.

This, very briefly, outlines the comparative method and is very fair to the small car owner or the super-sports fan, remembering that each will only be competing against similar cars during the tests and each has an equal chance of being the outright winner, which is not the case in most British rallies today.

I agree I have not covered all points as space demands only the barest outlines, but all eventualities are covered.

Rallies, in my opinion, should be won by a combination of good driving, good navigating and by a good car in comparison to its size.

BARRY C. A. LEAVENS

CHESLEBOURNE, DORSET

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# HERTS COUNTY NOCTURNE

ON the clear and frosty night of Saturday, 22nd November, the Herts County Automobile and Aero Club staged the fourth of its series of Nocturnes. A Nocturne may be defined as a highly concentrated form of night navigation trial which crams into a space of five hours about 70 miles of motoring and upwards of half a dozen control points. That this event was popular was shown by the fact that the full complement of 50 entries was received well before the closing date and nearly 20 entries regretfully returned by the Club.

The start and finish were at Panshanger Aerodrome near Hatfield, the scene of many Herts County events. Control points were scattered over an area bounded roughly by Hertford, Stevenage, Dunstable and Hemel Hempstead. The Regulations had told you that the main thing in this particular Nocturne was to visit the control points in any order you liked but so as to cover the minimum mileage. You also had to be back in five hours to avoid a penalty. After five and a half hours absence, you no longer became eligible for an award—and it was they that scuttled the hopes of nearly half the entry. Time passes deceptively quickly on night trials and many people found themselves pressing on to find elusive control points with insufficient time in hand to get back to Panshanger.

Hazel Williams was unfortunate in this respect since with every point located she and navigator Colin Lotus Chapman were just five minutes too late in returning to base. L. N. Needham was another near-misser with a good collection of points.

It will probably be gathered by now that map reading, rapid and accurate, was the prime necessity since every point had to be plotted before you set out on your chosen route. As more and more crews collected their route cards after the starting time of 6.30 p.m. the general scene became quite incredible. Every light had its huddle of navigators crouched over maps, the floor and counter of the bar were over-crowded, while in the car park the odd bursts of profanity and the steamed-up windows of the cars showed the amount of mental effort going on. The drivers could easily be distinguished by their frequent glances at their watches, and their voiced

opinions of the capabilities of navigators to work out a few simple navigational problems.

Simple? Well, judge for yourself. Six of the points were fixed by straight-forward map references with relevant clues. Clues were actually given for every point and many crews missed finding the code-words at the controls through not studying the apparently useless words given on the route card. None of that anon.

One point was located by the intersection of compass bearings from three other points, one of which was the place at which Herts, Beds and Bucks meet. Another code word was placed—not hidden, mark you, here or anywhere else—at given distances from points found on the map which was Sheet 147 of the one-inch Ordnance Survey.

The spot at which county and parish boundaries crossed a track at 500 feet in a certain sector of the map was another. We are relieved to learn that the point "where footpath, road and high voltage meet, the metallurgy bad, less than 14 feet" only occurred on the map and Our Electricity was not used to fry competitors. So much for the navigator's task.

Now for the blokes what have to pile out and look for the point when the navigator says "It's just 41 feet over there!" The most troublesome was a map reference with the clue "Unlucky Verger". Nearly everyone plunged into the neighbouring wood where some helpful gentlemen were flashing torches. Actually, parked on the road verge and bearing the number 13 (which was not issued to any entrant) was a car with the code word propped up against the back seat. Those who saw it found "Govt. Surplice".

"Wedding Wander" encouraged you to follow a track marked by a sign on which "Bridle Path" was prominent. Those who found "Up and Down in the Forest" went up into a wood and looked into a very disguised well to see, naturally, "Orson Wells". Those who did not find some odd brick structures whose use, according to vented opinions, varied from ventilators of an underground H.Q. to those things that charcoal burners use for burning charcoal.

As time wore on, air temperature dropped very quickly and crews began to find some of the roads quite amusing.

We heard of one unfortunate crew that found itself neatly wedged across a narrow lane after a long-term slide on the ice.

Then there was the water-splash which involved a smart turn to port while afloat if one was not to miss the road. Don Mayston went and found a water-splash of his own; unfortunately, it was rather a good one and did his ignition system no good at all.

The special test for deciding ties in a night trial is now almost a tradition. In the Nocturne, the drivers had to grasp a golf-club in one hand, torch in t'other, and propel a super-lightweight ball round a short course. Champion of the night was P. Elbra.

Back at Panshanger, mileages and times were checked. Then to the Final Test, a manoeuvring test for the car and full crew round barrels and stopping astride lines. All great fun, with people hanging out of windows in all directions and shining torches to help the driver—or so we were told. To make the Nocturne an overall test of a crew, this episode counted in the results. R. W. Brown made best time here in a well-judged and excitingly executed run with his M.G.

And so to sign off and to quaff hot soup and sausage rolls in the bar. Where, at 1.30 a.m. and, incidentally, ten minutes after the last car had arrived, the full provisional results were announced. M. J. Mitchell's win in his A.C. was as deserved as it was overwhelming since he was over 150 marks ahead of the next man eligible for an award. John Mousley did well to gain fifth place in his first night trial.

Everyone seemed to have enjoyed themselves irrespective of their placing and that, in our opinion, is as good a test of an event as any. C. P. Tooley

## LIST OF AWARDS

**Premier Award:** M. J. Mitchell (A.C.), A.C. Owners' Club.

**First Class Awards:** P. Elbra (Morris Minor), Falcon Motor Club; T. Bartlett (Riley), Herts County A. & A.C.; J. E. Sear (Ford Zephyr), Citroën Motor Club; J. Mousley (Hillman Minx), Falcon Motor Club; R. W. Brown (M.G.), Hants and Berks Motor Club.

**Second Class Awards:** E. R. Sturt (Ford), Herts County A. & A.C.; M. J. Lawrence (M.G.), Falcon Motor Club; B. D. S. Ginn (Jowett Javelin), Herts County A. & A.C.; M. D. Tooley (Citroën), Vintage S.C.C.

## B.R.M.A. MEETING

THE B.R.M.A. Association held its Annual General Meeting on Wednesday evening, 19th November, at the Waldorf Hotel, London. Approximately 200 members and associate members attended.

Members were unanimous in their desire that the Association be kept in being, in the hope that before the commencement of next year's racing season some racing enterprise would be developed which would merit the Association's interest and active support.

It was felt that, in such circumstances, membership would again increase to satisfying numbers and the following resolution was therefore put to the meeting and carried:

"That the B.R.M.A. should cease its

usual activities for the time being, conserve its funds in the best possible manner and review the situation not later than six months from this date."

. . .

## MIDLAND M.G. DINNER

ONCE again the Annual Dinner/Dance of the M.G. Car Club (Midland Centre) was held at the Chadwick Manor Hotel, Knowle, Warwicks, on Friday, 21st November. Members and friends attending this popular function numbered over 180, prominent guests including Mr. and Mrs. John Thornley, Russell Lowry, and John Howell of the R.A.C.

Awards won during the year by members were presented by Mrs.

Thornley, and the musical side of the evening presided over by David Rose and his Band.

The next social event to be organized by this centre should, in view of the obvious popularity of rallies, prove of outstanding interest. It will be a talk by Ken Wharton on "Rally Technique" and will commence at 7 p.m. on Friday, 5th December, at The Crown Inn, Broad Street, Birmingham. Sandwiches and the usual liquid refreshments will be laid on, and to facilitate catering, members and friends are urged to contact Bill Waliss, who is organizing the show, without delay. His address is, W. W. Waliss, 35 Ashleigh Road, Solihull Warwicks, and telephone Solihull 0941.



**PRESS TIME:**  
**TUESDAY 10 a.m.**  
**Tel.: PAdddington 7671-2**

All advertisements must be prepaid and should be addressed to "Autosport", Classified Advertisement Department, 159 Praed Street, London, W.2.

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**ONE OF THE WINNING TEAM CARS** in the recent Daily Express Rally. TD 1951, 3,000 miles since bored and sleeved. This ideal Rally and Test car has been maintained regardless of cost, and has specially balanced crank, competition clutch, additional Andrex all round, and is offered for sale with complete spare 9.3 head with 1½ in. carbs., two bucket-type seats, etc.

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**M.G.** SPARES, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service, e.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Road, Wimbledon (Station), S.W.19, L1B-city 1083.

**M.G.** 1915 PA. First-class condition. Resprayed silver, Scintilla magneto, 16-in. spars, good tyres and hood. £195.—Edgeware 4464.

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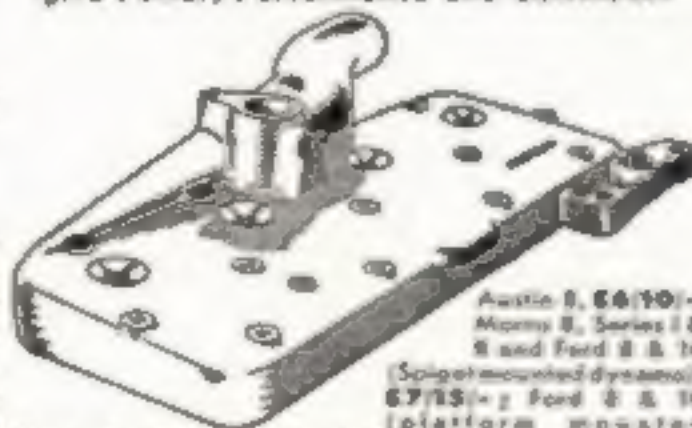
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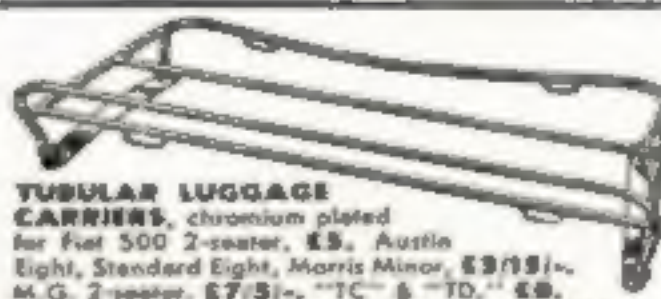
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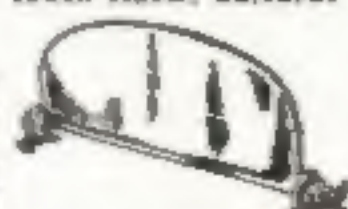
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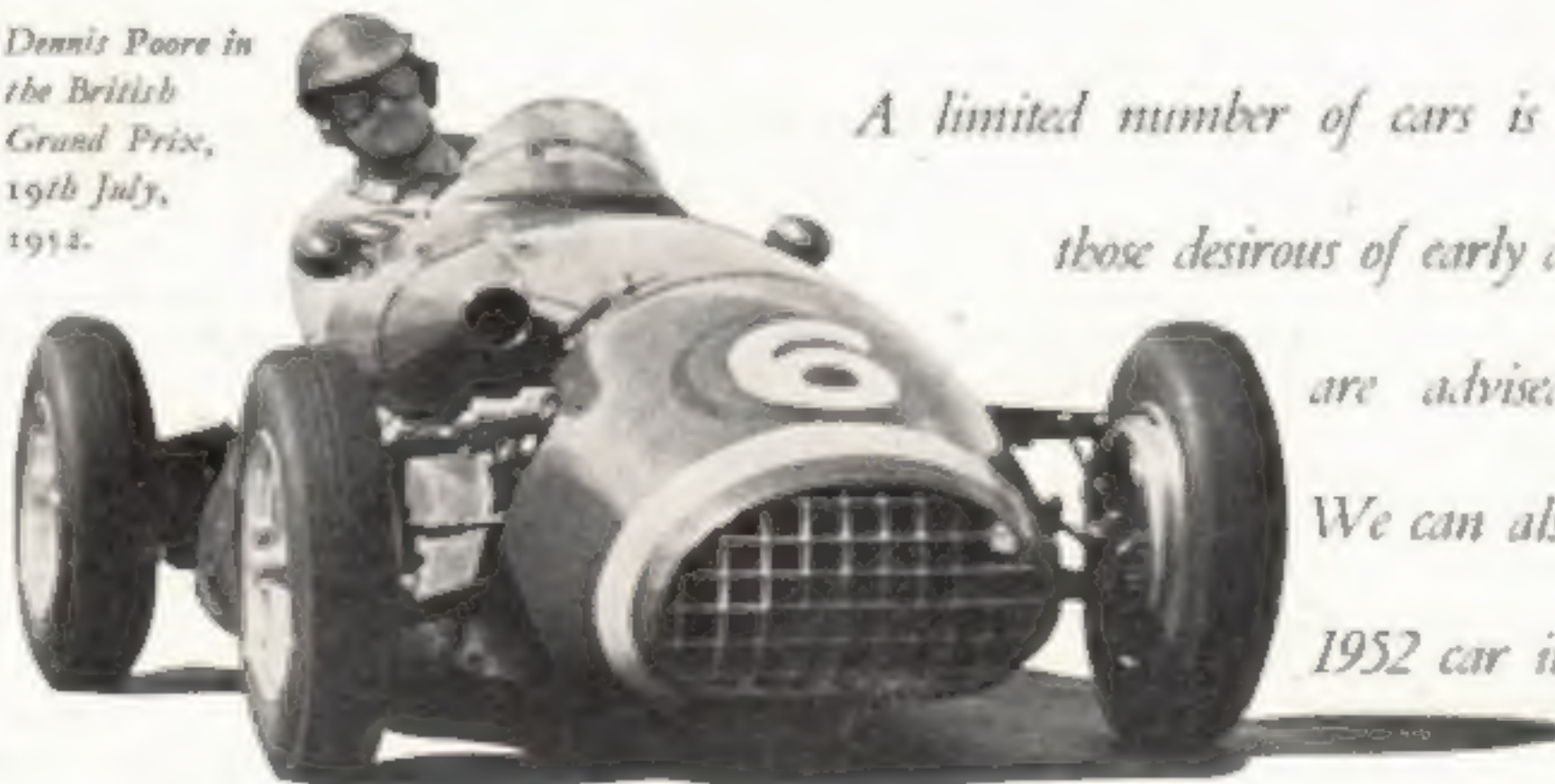
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